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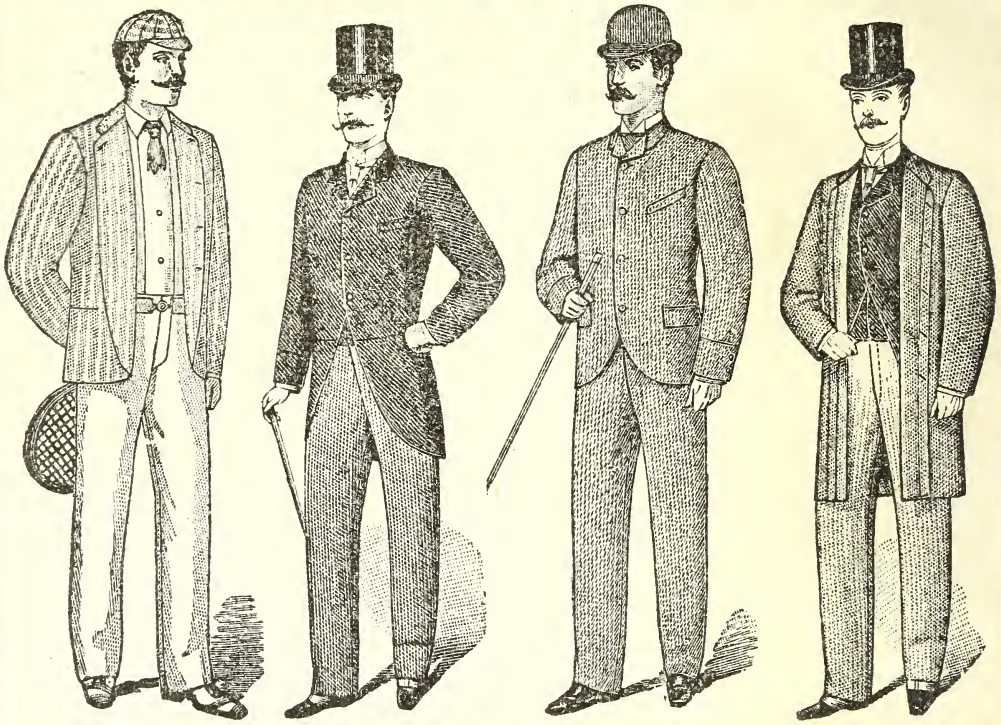
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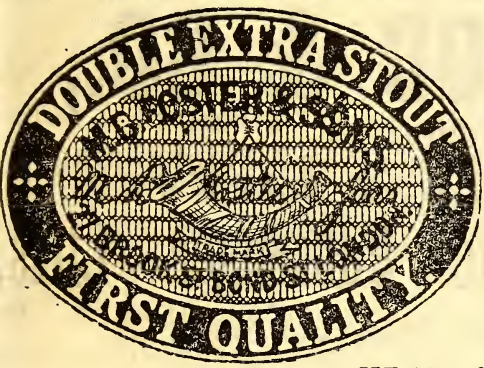
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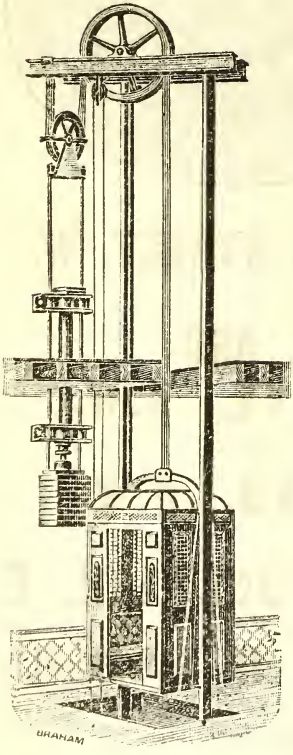
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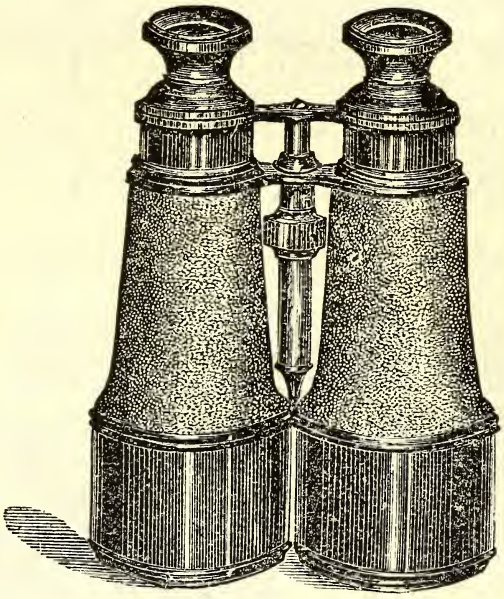
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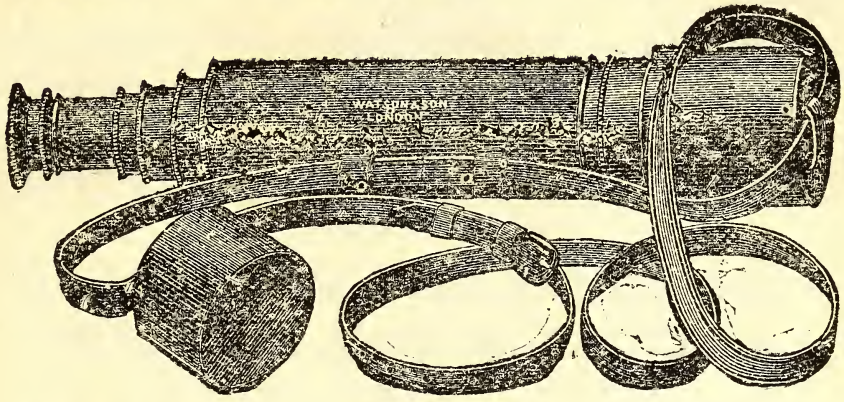
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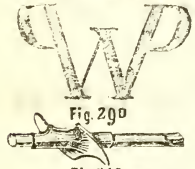
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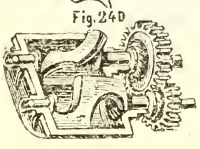
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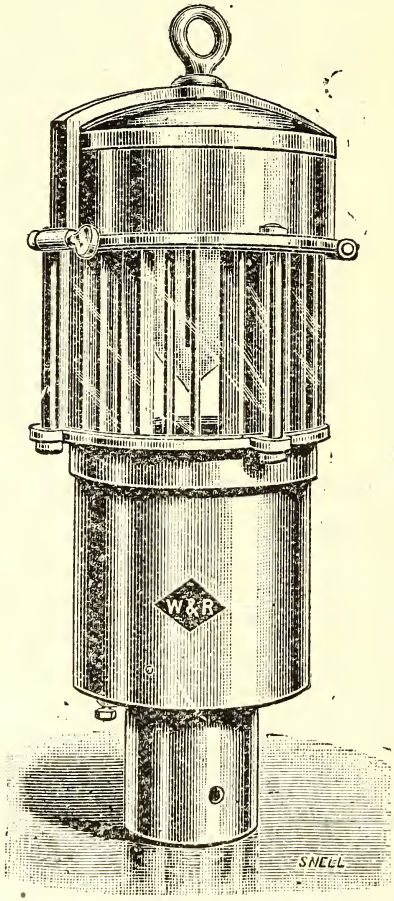
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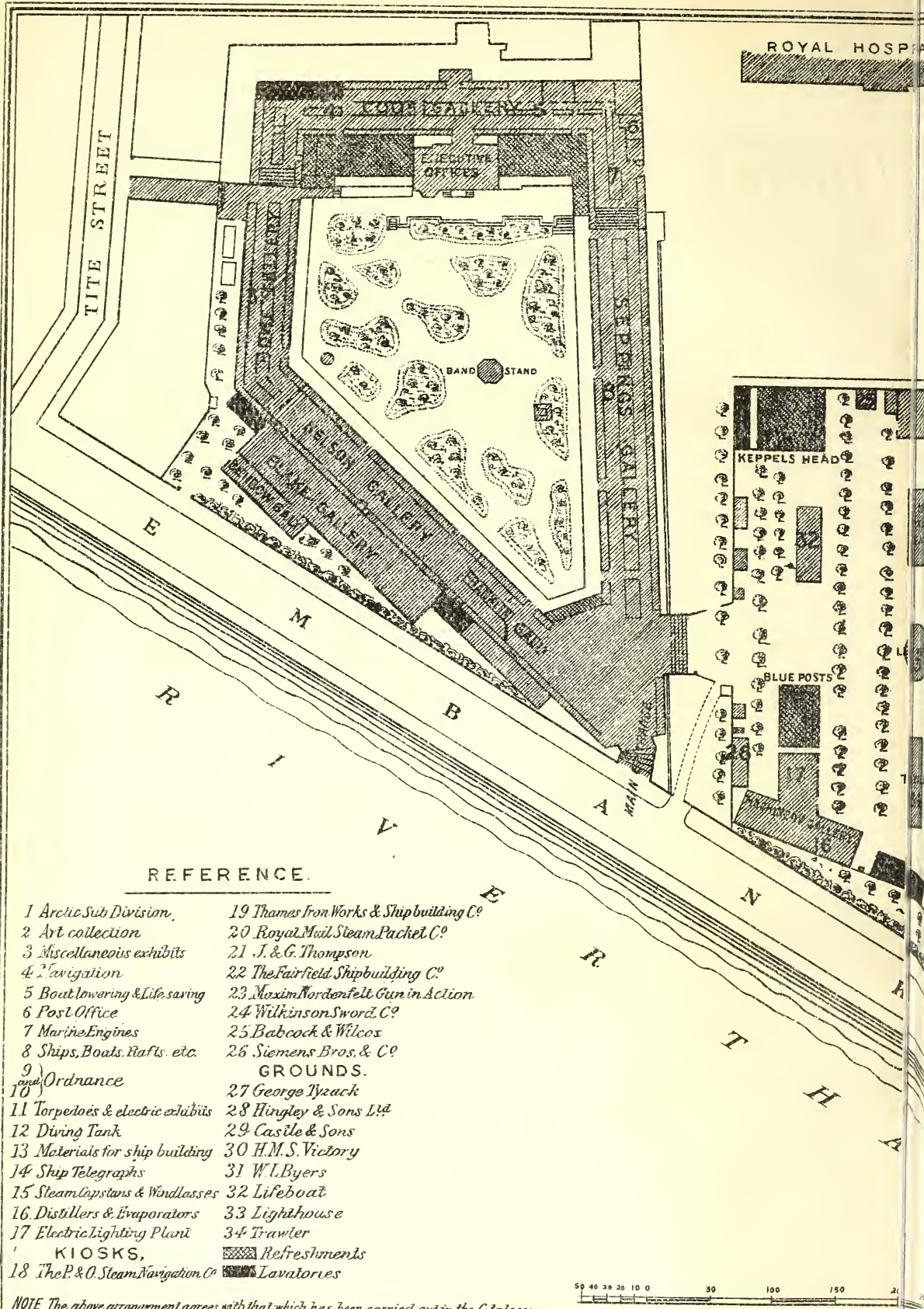
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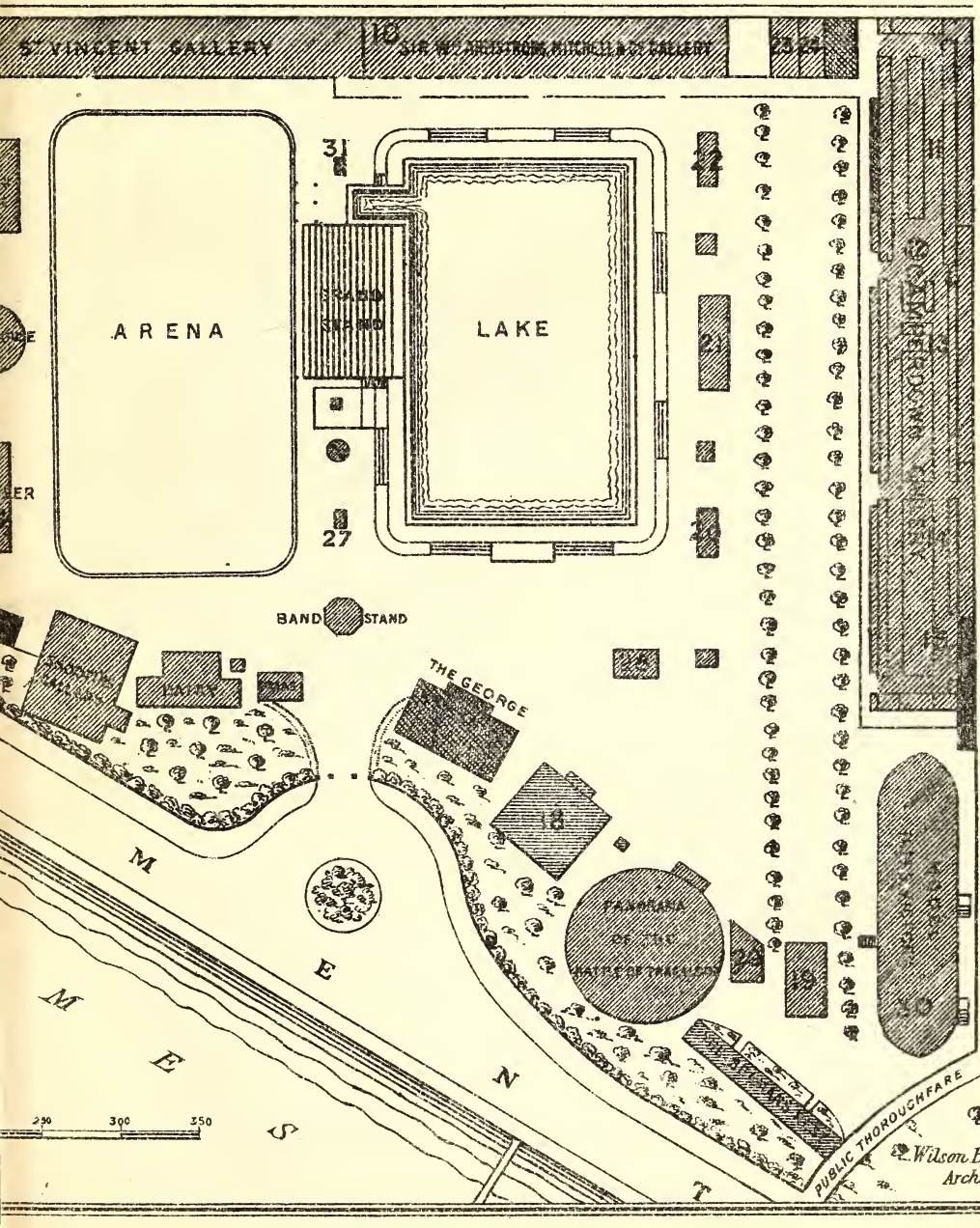
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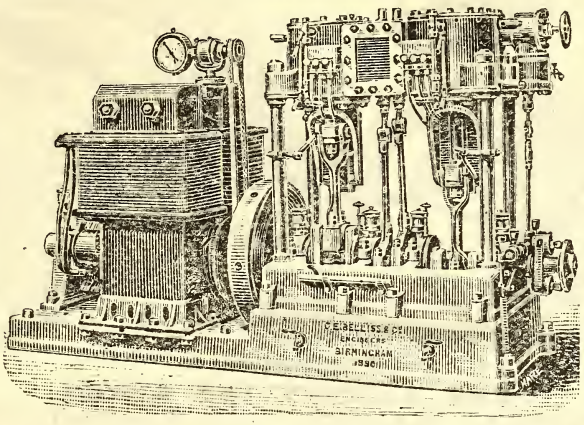
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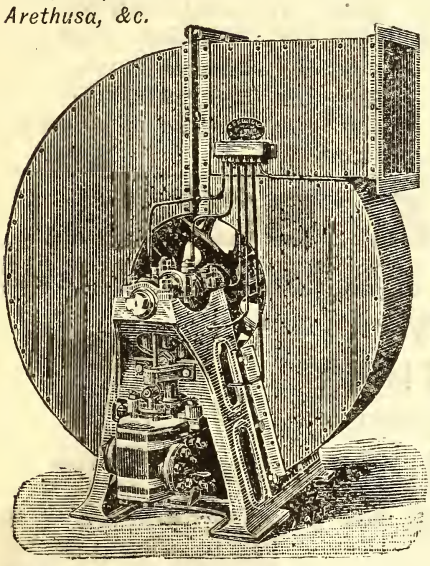
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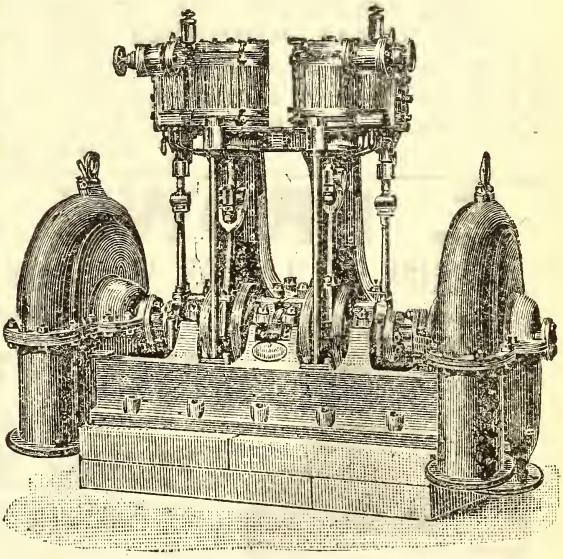
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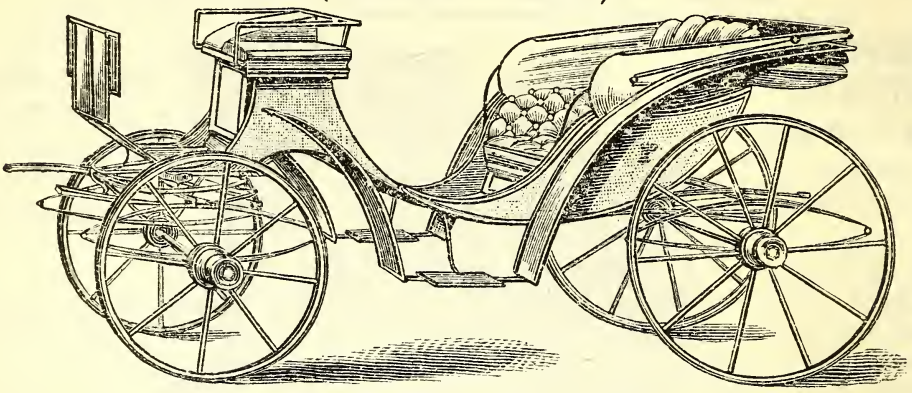
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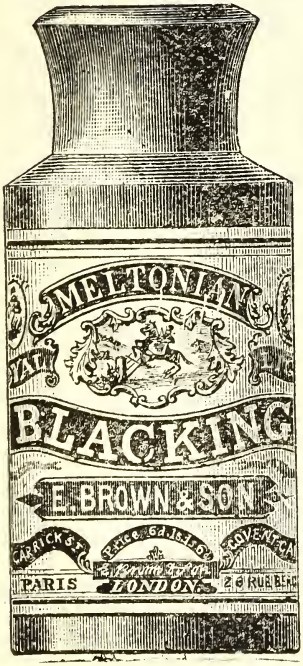
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PREFACE.

THE Exhibition is divided into four Main Sections, viz.:—

ARTS, NAVIGATION, MODELS, AND ORDNANCE,

and these with their several Sub-Divisions are located in a series of Galleries, with each of which has been associated the name of some distinguished character in Naval History, viz. :—

The Franklin Gallery,		containing the interesting and pathetic relics of the several Arctic Expeditions.
„ Nelson „ „ Blake „ „ Benbow „	}	„ probably the most interesting and valuable collection of Art treasures and Relics ever brought together.
„ Howe		„ the "Miscellaneous Sub-Division" of the Exhibition.
„ Cook		„ the Exhibits relating to :— (*a*) The several branches of the Science of Navigation. (*b*) Boat Lowering and Life Saving.
„ Seppings		„ Models of Marine Engines, and a complete history of Naval Architecture, ocularly demonstrated, from the time of the "Great Harry" to the present day.
„ St. Vincent Gallery „ Camperdown „	}	devoted to Naval Ordnance, Torpedoes, Diving Apparatus, Electrical Appliances for Naval purposes, materials used in Ship and Engine Construction, Armour Plates, &c.

In addition to the above there is a special gallery, which has been designated "The Armstrong" gallery, and which is entirely occupied by the wonderful exhibits of the great Elswick Firm (Sir Wm. Armstrong & Co.), and a series of smaller structures (Kiosks) are ranged about the grounds, containing the separate exhibits of the larger Shipbuilding and other Firms.

Throughout the Exhibition, endeavor has been made to so arrange the exhibits in chronological order as to at once convey to the visitor an idea of the gradual progress and development in all branches of Naval and Maritime matters ; and while the carrying out of such an arrangement does not readily lend itself to a *strict* classification for catalogue purposes, inasmuch as "Loan" and "Trade" exhibits, &c., cannot be kept distinct (in Sections) the one from

the other, it is believed that it will prove none the less interesting on that account.

In the compilation of this Catalogue the convenience of the visitor has always been kept in view, and while it purports to be a faithful record of the whole of the objects in the Exhibition, it has been arranged so as to serve the double purpose of Guide and Catalogue, in order that with this book as his *vade mecum* the visitor may be "personally conducted," so to speak, from entrance to exit. Should the visitor desire to proceed at once to any particular Gallery or Section he will be directed thereto on consulting the Key on page xli.

Apart from the mere usefulness of the book as a Catalogue of the Exhibits, it is hoped that it may prove of interest in other directions. A series of articles has been written, which will be found preceding the principal sections (corresponding to the sections of the Exhibition) into which the book is divided, treating more fully of the particular subjects contained in those sections. To the Catalogue of the Arts Galleries has also been added a synopsis of the arrangement of Portraits, Battle Pictures, and Figure Subjects relating to prominent periods of British Naval History, as also a chronological list of the services of the Royal Navy, from the year 1512 to the present date, and brief biographical notices of the Officers whose portraits are exhibited, and notes on the battles depicted.

Every endeavour has been made to render this THIRD EDITION of the Catalogue more perfect than its predecessors, and thanks are tendered to all those who have so kindly assisted towards this end by calling attention to errors which had crept in and been overlooked in the hurry of compiling the previous editions; in the meantime, any intimation of further corrections which may be desirable in future editions would be gladly received by

THE EDITOR.

Gordon House, Chelsea.
10th July, 1891.

GENERAL REGULATIONS.

1. The Exhibition will be opened about 1st May, and will remain open from 11 a.m. to 11 p.m. daily until about the end of October, 1891, excepting Sundays and any two Wednesdays which may be specially reserved.

2. The Exhibition will, as far as possible, be arranged in Sections, as follows :—

No. 1.

ARTS.—Oil Paintings, Water Colour Drawings, Engravings and Sketches, Naval Relics and Trophies, Manuscripts, &c.

No. 2.

NAVIGATION.—Hydrography { Chronometers. / Charts.

Compasses.
Arctic Section.
Side and Masthead Lights
Flags.
Lighthouses and Beacons.
Marine Meteorology.
Sounding Machines.
Patent Logs and
Machines to Assist in Navigation.

No. 3.

MODELS.—Models of Ships and Boats and all Boat Lowering Apparatus and Marine Engines, Life Saving Apparatus, Steering Appliances, Engine Room Telegraphs, Signalling (electric or otherwise), Appliances for Extinguishing Fire, Electric Light Machinery, Steam Capstans and Windlasses, Air Compressing Machinery, Distillers and Evaporators, Materials used in Ship and Engine Construction, Machine Tools in Ship Yard and Engine Factories, Armour Plating, Miscellaneous.

No. 4.

ORDNANCE.—

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(2.) Torpedo Mountings, Boats, &c.
(3.) Specimens or Models of every Gun (including Rapid Firing and Machine), Torpedo, Rifle, Pistol, &c., with their Ammunition and Stores, Method of Construction, &c., in use, or which have been used in the Naval Service.
(4.) Specimens or Models of the System of Submarine Mining, Countermining, &c., in use in Naval Service.
(5.) Illustrations of the various Systems of Diving.
(6.) Illustrations of the application of Electricity to Naval Purposes, viz., Lighting, Gun Firing, Torpedo Discharging, &c., &c.
(7.) Illustration (by models or otherwise) of Defence Against Torpedo and Gun Attack.

3. Outside the above Sections, all Applications for Space for Exhibits which are connected with maritime life will receive due consideration from the Committee.

4. Fulminates, explosives, and all dangerous substances are absolutely forbidden, and must be represented by models or dummies. Spirits, oils, essences, corrosives, and generally all substances which might spoil other articles or cause inconvenience can only be received in suitable vessels of small size.

5. The Executive Committee reserve the right of selling and publishing catalogues, guide books, handbills, printed matter, &c.

6. A duplicate copy of the List of Exhibits must be sent to the Hon. Sec. with the advice of the goods, to enable an extract to be made for the Catalogue.

7. No show cases or goods are to exceed the height of 10 feet. This rule is not intended to prevent the erection of special trophies, but designs thereof drawn to scale must, previous to their erection, be submitted to the Executive Committee. No partitions may be erected between the stands without permission, nor anything put up to shut out the sight of adjoining stands or to impede the general view throughout the Building.

8. Exhibits intended for sale must be clearly marked as to price, but cannot be removed until the close of the Exhibition.

9. All packages containing Exhibits must be marked | R. N. E. | together with the number of the Section for which they are intended, the space allotment number, and name and address of sender, and must reach the Exhibition not later than Saturday, April 4th. Space not occupied 7 days prior to the opening of the Exhibition will be otherwise allotted, and all payments made in respect thereof absolutely forfeited.

All Exhibits must have labels attached to them shewing the name of Exhibitor, and space allotment number.

To ensure uniformity these labels will be supplied on application to the Executive Committee.

10. All goods must be removed from the Exhibition Buildings and Grounds within 14 days after closing day, of which due notice will be given, or they will be liable to be removed and stored at the expense of the Exhibitor.

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21. The charge for space will be five shillings per square foot, with a minimum charge of £2. Special arrangements will be made with all Exhibitors requiring large spaces.

22. The Executive Committee reserve to themselves power to modify or remit these charges under exceptional circumstances.

23. Except in such cases as may be specially agreed in writing, between the Executive Committee and the Exhibitor, the Executive Committee will not be responsible for loss or damage occurring from any cause whatsoever to any exhibit, or other property belonging to any Exhibitor or any other person.

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Lewes, V. B., Professor (Royal Naval College, Greenwich).
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Webb, Sir Sydney (Deputy-Master, Trinity House).
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Willes, Admiral Sir George O., K.C.B.
Wilson Captain A. K., V.C., C.B.
Wilson, Alex., Esq.
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Earl Cairns.
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Captain Eyre M. Shaw, C.B.

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W. Laird Clowes, Esq.
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Electric Lighting.

W. H. Preece, Esq. (Chairman).
E. H. Carbutt, Esq.
A. J. Durston, Esq., R.N.
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J. G. Langton, Esq.
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Lieut.-Col. C. H. Scafe, R.M.L.I.

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Photographic.

Rear-Admiral H. Cleveland.
John Forsey, Esq.
Lieut. L. Wells, R.N.

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Rear-Admiral Bowden Smith.
John Forsey, Esq.
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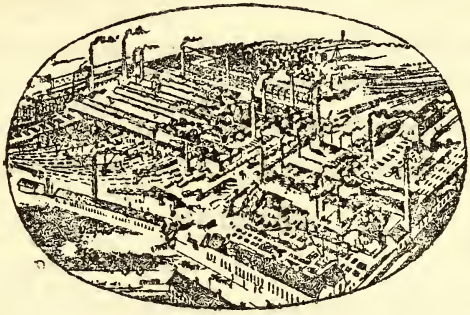
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INTRODUCTION.

THE possibility of holding an Exhibition illustrative of the history, development and progress of the Navy was first discussed in the autumn of 1890, and, as an essential preliminary, H.R.H. the Duke of Edinburgh undertook to ascertain the wishes of H.R.H. the Prince of Wales on the subject.

His Royal Highness not only signified his approval of the project, but accepted the Presidency of the Council, and promised to support the movement by every means in his power, a promise which has been fulfilled in the most ample and literal sense.

In presiding over a meeting held on the 5th February, 1891, at the Royal United Service Institution, of the Council and others associated with the proposed Exhibition, His Royal Highness again expressed his cordial approval of the undertaking, and remarked that, in his opinion, it was the bounden duty of every Englishman to do his utmost to increase the popularity of the Navy, an object which he considered the proposed Exhibition was well calculated to fulfil.

Her Majesty the Queen and the Duke of Edinburgh also gave powerful and practical proof of their sympathy with the movement, not only by their patronage but by placing at the disposal of the Arts Committee many objects of great interest and value, and in this their example has been emulated by the Prince of Wales ; the Duke of Edinburgh, moreover, in his capacity as Naval Commander-in-Chief at Plymouth, has not only assisted in the work of the Central Committee, but has organised a local movement, of which the results can be best judged by an inspection of the Exhibition itself.

The project having thus assumed a practicable shape a Committee was formed under the presidency of Admiral Sir William Dowell, K.C.B., with Admiral Sir W. Houston Stewart, G.C.B., as Vice-Chairman. H.R.H. the Duke of Edinburgh was present at the first meeting of the General Committee, which was held at the Admiralty on the 16th September, 1890.

The object of the Exhibition having been defined, the most important question which presented itself for immediate settlement was that of a suitable site. The relative merits of several were

fully discussed, and it was at length decided to accept an offer made by the Commissioners of Chelsea Hospital of the site about to be vacated by the Military Exhibition.

A special feature of the proposed Exhibition, in connection with the outdoor entertainments, being the evolutions of Blue-jackets and Naval drills and exercises, requiring considerable scope, arrangements were made to acquire an additional tract of land; the Naval Exhibition, therefore, occupies a space nearly eight acres in extent larger than its predecessor.

Notwithstanding the additional accommodation thus afforded there has been no difficulty in obtaining a sufficient number of exhibits; on the contrary, it has been necessary to subject the offers that have been made to a drastic course of weeding and many objects which might legitimately have claimed a place in such an Exhibition have been unavoidably excluded, in order to afford room for others of still greater or more general interest.

It was, at the outset, decided that the Exhibition should be restricted to purely national objects. The exigencies of space, apart from other considerations, rendered it imperative to exclude foreign exhibits. It was also decided that any surplus funds arising from the Exhibition should be placed in the hands of Trustees to form the nucleus of a Benevolent Fund for the benefit of the widows and relatives of persons whose deaths are attributable to the Naval Service.

Negotiations were entered into which resulted in the acquirement for the purposes of the Naval Exhibition of the buildings specially erected in 1890 for the use of the Royal Military Exhibition; these were for the most part well adapted to the purpose, but, as will be seen by those familiar with the site, it has been necessary to re-arrange and in several instances to supplement them.

A guarantee fund was formed, which met with ready support; the Exhibition was registered under the title of "The Royal Naval Exhibition, 1891" and Sub-Committees were formed to deal with the various heads into which such an undertaking naturally divided itself.

The formation of a Local Committee at Devonport under the presidency of H.R.H. The Duke of Edinburgh has already been referred to. Similar organizations were effected at Portsmouth and Sheerness by the Naval Commanders-in-Chief, Admiral Sir J. E. Commerell, V.C., K.C.B. and Vice-Admiral Curme respectively. It is difficult to speak too highly of the work performed by these Committees; not only were the duties and

responsibilities of the Central Committee thereby sensibly diminished, but the local interest evolved resulted in the production of many objects of great historical interest which might otherwise have easily escaped discovery.

The Committee desire to record the great obligations they have been placed under by Sir Albert Kaye Rollit, LL.D., D.C.L., M.P., who has acted as Honorary Solicitor and also to express their gratitude to Messrs. Ogden, Palmer, and Langton for their services as Honorary Accountants ; to Mr. Follett Pennell, the Honorary Auditor ; and to the London and South Western Bank, for the facilities afforded them in financial matters.

The ancient British name of Britain, "Clas Merdin," the "sea defended green spot," shows the importance attached, even at that early date, to our insular position and, as a natural sequence, to our "first line of defence."

The earliest British ships were probably coracles constructed of twigs covered with ox hides, capable of containing three or four people and, in summer, of passing over to Ireland or across the Channel.

There are but few pictorial representations of British or Norman vessels before the 11th Century, but, so far as can be ascertained, the ships of the Saxon period were nothing but large undecked boats, never exceeding 50 tons burthen, and capable of carrying from 50 to 60 men. The poop and stern were elevated, they had one mast only, and were steered by paddles fixed to the quarter, the modern rudder not having been generally adopted until the end of the 13th Century ; when not in use they were drawn up on shore.

The necessity of repelling the attacks of the East Anglians and Northumbrians induced Alfred to build "long ships," which had the merit of being swifter, steadier and higher than those previously in use.

The reign of Alfred forms a landmark in Naval History, as he was the first English sovereign who commanded the fleet in battle, and may therefore be described as the first admiral. After his death the Navy fell into great decay but his great grandson, Edgar, is said, on doubtful authority, to have claimed the title of "King of the Seas ;" but, however this may be, he may legitimately be considered to have originated the idea of "annual manœuvres" which thus leap at once to a respectable antiquity ; his practice was

every year to divide his fleet into two divisions, and circumnavigate the coast to prevent the incursions of pirates and "to train his people to war."

Canute owed his crown to the Navy, having been chosen king by the fleet; probably a unique instance of such a power being exercised by the Navy.

Originally, no doubt, the ships, such as they were, were used indiscriminately for war or commerce, but from an ordinance of Ethelred (978—1016), it appears that at that time there were already two distinct kinds of ships, those used for war being considered the property of the king. They were fitted out and manned by cities and towns according to an established rate, aided by a special tax or a grant from the king's revenue, *e.g.*, if the king sent ships to sea twenty shillings were collected from every burgess of Lewes for the wages of the crews, and when the king went on an expedition twenty of the burgesses of the City of Oxford had to attend him or pay a fine of £20. By degrees the commercial duties of the fleet became subordinated to the military, but even after the institution of "king's ships" as a distinct and permanent force it was occasionally the practice to hire them out for commercial purposes in time of peace, and as late as the time of Henry VII. we find this convenient method of reducing the Navy Estimates resorted to.

The part played by the Navy in the attempt to repel the invasion of William the Norman is somewhat obscure; it is known that during the months in which the flotilla intended for the conveyance of the invaders was being collected, Harold kept the seas with a considerable fleet, but that before the actual crossing took place he was compelled to disband the whole or a considerable part on account of want of supplies. This fleet was largely composed of vessels furnished by the Cinque Ports under their charters, and it is possible that the ships belonging to Romney were retained in commission and that they did good service, for it is somewhat grimly recorded that the first thing William did after his victory was to march to Romney, where "he took what vengeance he would for the slaughter of his men."

Until the early part of the fourteenth century the "king's ships" were a mere skeleton force which required to be largely supplemented in time of war; the chief source of Naval strength lay in the ships which the Cinque Ports were bound by their charters to furnish. These towns—Hastings, Sandwich, Dover, Romney and Hythe—to which Winchelsea and Rye, officially known as "the two ancient towns" were added soon after the Conquest—furnished,

in all, 57 ships, the complements of which, according to the Port Domesday Book, were a "rector" or master, a "constable" or boatswain, 21 men and a boy.

For upwards of a century the history of the Cinque Ports is practically the history of the British Navy, so much so that the ships furnished by that confederation are frequently styled in the old records "the Royal Navy of the Cinque Ports."

According to the representations in the Bayeux Tapestry and other records, the ships of the eleventh, twelfth and thirteenth centuries were partially decked vessels of about 20 tons burthen, rigged with one mast and one large sail; they were considerably curved at bow and stern, and when employed as fighting ships were fitted with "castles" (hence "forecastle") at either end; there was a smaller "castle," corresponding to the modern "top," on the top of the mast; the ships were fitted with strong bows to enable them to ram the enemy, a favourite manœuvre; as to arms, each sailor was required to provide himself with two spears, one of them sufficiently long to reach from one vessel to another, and these he was directed to be careful not to lose in throwing; his other offensive weapons were scythes fixed to long poles, axes, slings fitted to stalls, barbed darts, stones for heaving and a bow; his defensive armour consisted of a thick breastplate of linen and a steel cap.

The confederation of the "Cinque Ports" was at the height of its power during the reigns of John, Henry III., and Edward I., but as the greed of colonisation awoke, the sphere of Naval operations enlarged; commerce opened out in all directions, and the Ports gradually lost their exclusive privileges. They still bore their share, and an important one, in the great victory of Sluys, but the conclusion of the reign of Edward III. saw their decay already far advanced. Those who would investigate further the causes of this decay will find them discussed at length in Professor M. Burrows's recent "History of the Cinque Ports." Gradually, under the fostering care of Henry V., Edward IV., and the 7th and 8th Henrys, a permanent and extensive King's Navy was formed, and the functions of the Cinque Ports subsided into the duty of transporting Royal personages across the Channel.

Victories such as that of Sluys, although won at sea, were not Naval victories in the modern sense of the term—they were won after hand to hand fights between soldiers embarked for the occasion, led by officers who fought on sea or land indifferently, as occasion required.

The foundations of the present system of a body of officers and men trained exclusively for the service of the Royal Navy, were laid by Henry VIII., who created the Navy Office and the Trinity House, and the dockyards at Portsmouth, Deptford and Woolwich, but the *personnel* of the Royal Navy was not regulated on its present lines until the time of the Stuarts, the first regulations for the examination for the rank of Lieutenant having been established in 1677.

The exigencies of space render it impossible to do more than glance at the vicissitudes which the Navy has undergone since the reign of Henry VIII., the weakness to which it was reduced under the rule of Edward VI. and Queen Mary, the efforts made by Queen Elizabeth to restore it to an adequate strength, efforts which were in no small degree assisted by the confidence inspired by the brilliant exploits of Drake in his laudable endeavours to "singe the King of Spain's beard," and which bore their fruit in the marvellous defeat of the Armada; the degradation and decay into which it fell during the reign of Charles II. when Pepys reported that the naval administration was a prodigy "of wastefulness, corruption, ignorance, and indolence, that no estimate could be trusted, that no contract was performed, that no check was enforced." From such a picture we gladly turn to the record of the heroic courage of Sir Richard Grenville, the victories of Blake, Benbow, Howe, Rodney, St. Vincent, Boscawen, Duncan, Hawke and Nelson; the adventurous voyages of Cabot, Frobisher, Raleigh, Drake, Anson, Cook, Byron and Franklin; the brilliant exploits of Cochrane and Sir Sidney Smith and the constructive genius of Pett and Seppings.

Nor is any record necessary beyond the recital of their names, "by their fruits ye shall know them."

It is not too much to say that never before has such a collection of mute but glorious witnesses to England's Naval Supremacy been gathered together, and in gazing at them it will be well to bear in mind the words of Sir Walter Raleigh :—"England is a land which can never be conquered whilst the kings thereof keep the dominion of the sea."

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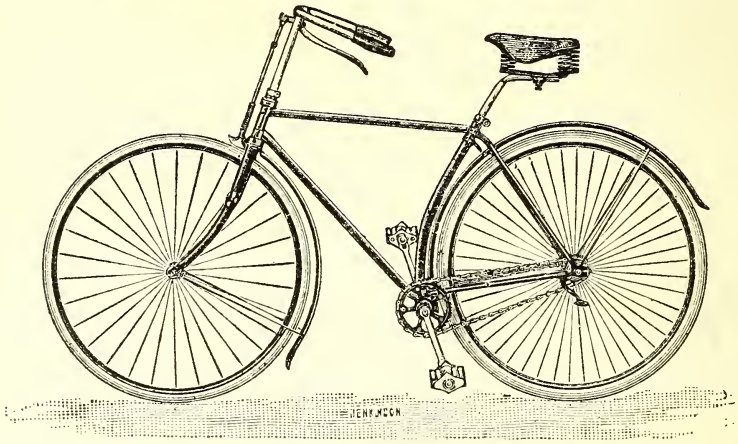
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Telegraphic Address—"SUPPLIES, LONDON."

"It is on the Navy under the Good Providence of God, that our Wealth, Prosperity, and Peace Depend."

These words have been inscribed above the Main Entrance to the Exhibition Buildings, and have been adopted as the motto in connection with the Exhibition. The sentence itself has been adapted from the preamble to the Naval Discipline Act (29 & 30 Vict. Cap. CIX.) better known as "The Articles of War," and it would be difficult to frame anything more appropriate to the Exhibition itself, or more in accordance with the glorious traditions and history of that great Service which has called the Exhibition into existence.

THE TROPHY

Facing the main entrance has been erected from a design by Mr. Spanton, of H.M.S. "Britannia."

The idea is to show on one side ancient, and on the other modern, weapons of war, &c., as used on board ship, while the figure of Britannia connects the past with the present.

The statue was modelled by Mr. W. C. May for the Armada Memorial at Plymouth, and the cast has been kindly lent by him, together with the bas-reliefs on the pedestal.

The arms, &c., have been arranged by Mr. Rice of the Ordnance Wharf, Portsmouth, by whom also the pillars in front of the Trophy have been decorated.

British Sea Commerce and Naval Responsibilities.

The attention of the visitor, on entering, is drawn to the two diagrams on the wall on his right, which have been prepared by Captain Sir John Colomb, R.M.A., K.C.M.G., M.P.

1. Showing British Sea Commerce and Naval Expenditure.
   - (*a*) At date of Trafalgar (1805).
   - (*b*) At the Accession of Queen Victoria (1837).
   - (*c*) At the present time (1891).
2. Showing present Sea Commerce and Naval Expenditure of Foreign Countries and Greater Britain.

On the left of THE TROPHY is the

FRANKLIN GALLERY

which is devoted to the

ARCTIC SUB-DIVISION OF THE NAVIGATION SECTION.

In this Sub-Division is shown a complete collection of interesting relics from the ill-fated expedition under Sir John Franklin, which have been kindly lent by the Lords Commissioners of the Admiralty, the Council of the Royal United Service Institution, and various Private Individuals.

1 **The Polar Spirit.** This Work of Art in Sculpture is an ideal representation, life size, of the Spirit of Arctic Research. The figure holds in her hand a compass, the guiding principle of all Navigation.
Lent by F. Junck.

1A **Representation of the Cairn in which the Franklin Record was found.**

FRANKLIN RELICS.

2 **Franklin Relics obtained by the Expeditions under Captain Austin, R. N., C. B., and under Captain William Penny. 1850-'51.**
From Beechey Island—Pole, with a rudely-made Iron Rake, probably intended to rake up something from under water.
A Bottle. These were the first traces of the Missing Expedition :—An Anvil Block, scraps of Leather and Wood, a piece of Copper, Salt Meat Bones ; part of a Hat, from which gun wads had been cut ; fragments of Clothing, Carpet, Towelling, Flannel, and Canvas.

3 **Obtained by the Expedition under Captain Sir Edward Belcher, R.N., C.B. 1852—'54.**
From about Beechey Island—Fragments of Glass, broken Bottles, pieces of Wood, pieces of Charred Wood, Leather, Cork, Tobacco Pipe, Carpet, Bones, and a Percussion Cap.

4 **Obtained by the Expeditions under Captain Collinson, R.N., C.B., and under Dr. John Rae. 1852—'54.**
Glass with silver top, from a Dressing Case obtained by Dr. Rae from the Esquimaux near Repulse Bay.
The Eye-rim of a Telescope. A Gimlet.
An Iron Implement, purchased by Captain Collinson from the natives of Cambridge Bay.
A piece of Cast Steel, maker's name "R. Thomas," converted into an implement for scraping and dressing skins by the Esquimaux.
Blade of a Knife, converted into a Snow Knife ; a Fuzee Box ; part of a ship's cutlass. Dr. Rae.

5 **A Glass Case containing Relics brought home by Dr. Rae in the year 1854.**
Eight portions of Silver Watches (cases). 3 Knives complete and 1 Blade. 1 Ice Scraper. 1 piece of a Flannel Shirt. 13 large Silver Forks. 1 Ebony Box. 4 portions of a Gold Watch. 4 plain Brass

5—*continued.*

Buttons. 1 Appendage of a Gold Chain. 1 Medal with Crown (the Order of Hanover). 1 Student's Manual (379). 1 piece of Gold Chain. 3 Gilt Buttons. 1 part of a Chronometer. 2 Silver Pencil Cases. 5 large Silver Spoons. 1 small Silver Fork. 1 small Telescope. 1 lid of Compass Box. 1 small Brass Lid. 1 Wheel of a Watch. 1 Compass Box. 5 small Silver Spoons. 1 Handle of a Knife (Hickey). 2 Tin Cases. 1 piece of Gold Lace, with strip of Reindeer skin attached thereto. 1 Medallion, with Sir John Franklin's name on it. 1 portion of a Sheath Knife.

There are also in this Case a Silver Watch formerly belonging to Captain Crozier, of H.M.S. "Terror;" and a Steel Pen and Case used by Sir John Ross in writing his Polar Expedition Journal.

6 **Obtained by the Canoe Expedition under Messrs. Anderson & Stewart to the mouth of the Great Fish River, in 1855.**

Part of a tripod stand, for a magnetic instrument or Theodolite, with the ring for confining its legs.

Boats' rudder irons, thimble of a boat's sails, and a hook for ditto. Iron hinges and part of copper ditto.

Pieces of mahogany, oak, elm, and pine which had formed part of a boat of the missing expedition; found below the rapids, a cold chisel, a tomahawk, and small pieces of rope and bunting.

Relics recovered by Lady Franklin's Searching Expedition in the "Fox," under the command of Captain McClintock, R.N., 1859.

7 **Relics brought from the boat found in lat. 69° 08′ 43″ N., long. 99° 24′ 42″ W., upon the West Coast of King William Island, May 30. 1859:—**

Two double-barrelled guns, one barrel in each is loaded. Found standing up against the side in the after part of the boat.

A small Prayer Book; cover of a small book of "Family Prayers;" "Christian Melodies," an inscription within the cover to "G. G." (Graham Gore?); "Vicar of Wakefield;" a small Bible, interlined in many places, and with numerous references written in the margin; a New Testament in the French language.

Two table knives with white handles—one is marked "W. R.;" a gimlet; an awl; two iron stanchions, 9 in. long, for supporting a weather cloth, which was round the boat.

Twenty-six pieces of silver plate—11 spoons, 11 forks, and 4 tea-spoons; 3 pieces of thin elmboard (tingles) for repairing the boat, and measuring 11 in. by 6 in., and 3-10ths inch thick.

Piece of canvas:—Bristles for shoemaker's use, bullets, short clay pipe, roll of waxed twine, a wooden button, small piece of a port-fire, two charges of shot tied up in the finger of a kid glove, fragment of a seaman's blue serge frock. Covers of a small Testament and Prayer Book, part of a grass cigar-case, fragment of a silk handkerchief, thread-case, piece of scented soap, three shot charges in kid glove fingers, a belted bullet, a piece of silk pocket handkerchief. Two pairs of goggles, made of stout leather and wire gauze, instead of glass; a sail-maker's palm, two small brass pocket compasses, a snooding line rolled up on a piece of leather, a needle and thread case, a bayonet scabbard altered into a sheath for a knife, tin water bottle for the pocket, two shot pouches (full of shot).

7—*continued.*

Three spring hooks of sword belts, a gold lace band, a piece of thin gold twist or cord, a pair of leather goggles with crape, instead of glass, a small green crape veil.

Two small packets of blank cartridge in green paper, part of a cherry-stick pipe stem, piece of a port-fire, a few copper nails, a leather boot-lace, a seaman's clasp-knife, two small glass-stoppered bottles (full), three glasses of spectacles, part of a broken pair of silver spectacles, German-silver pencil case, a pair of silver (?) forceps, such as a naturalist might use for holding or seizing small insects, &c.; a small pair of scissors rolled up in blank paper, and to which adheres a printed Government paper, such as an officer's warrant or appointment; a spring hook of a sword belt, a brass charger for holding two charges of shot.

A small bead purse, a piece of red sealing-wax, stopper of a pocket flask, German-silver top and ring, brass matchbox, one of the glasses of a telescope, a small tin cylinder, probably made to hold lucifer matches; a linen bag of percussion caps of three sizes, a very large and old-fashioned kind, stamped "Smith's patent;" a cap with a flange similar to the old musket caps used by Government, but smaller; and ordinary sporting caps of the smallest size.

Five watches.

A pair of blue glass spectacles, or goggles, with steel frame, and wire gauze encircling the glasses, in a tin case.

A pemmican tin, painted lead colour, and marked "E." (Erebus) in black. From its size it must have contained 20 lb. or 22 lb.

Two yellow glass beads, a glass seal with symbol of Freemasonry.

A 4-in. block, strapped, with copper hook and thimble, probably for the boat's sheet.

8 **Relics found about Ross Cairn, on Point Victory, May and June, 1859.**

A 6-inch dip circle by Robinson, marked I 22. A case of medicines, consisting of 25 small bottles, canister of pills, ointment, plaster, oiled silk, &c. A 2-foot rule, two joints of the cleaning rod of a gun, and two small copper spindles, probably for dog-vanes of boats. The circular brass plate broken out of a wooden gun-case, and engraved "C. H. Osmer, R.N." The field glass and German silver top of a 2-foot telescope, a coffee canister, a piece of a brass curtain rod. The record tin and the record, dated 25th of April, 1848. A 6-inch double frame sextant, on which the owner's name is engraved, "Frederick Hornby, R.N."

9 **Found in a small cairn on the south side of Back Bay:—**

A tin record case and record.

10 **Relics obtained at the Northern Cairn, near Cape Felix, May, 1859:—**

Fragments of a boat's ensign, metal lid of a powder-case, two eye pieces of sextant tubes, brass button; worsted glove, colours red, white, and blue; bung-stave of a marine's water keg or bottle, brass ornaments to a marine's shako; brass screw for screwing down lid, also a copper hinge of the lid of powder-case; a few patent wire cartridges containing large shot; part of a pair of steel spectacles, glass being replaced by wood, having a narrow slit in it; two small rib bones, probably out of salt pork; six or eight packets of needles; small flannel cartridge containing an ounce of damaged powder; a small, roughly made copper

10—*continued.*

apparatus for cooking ; some brimstone matches. Piece of white paper folded up found in the North Cairn, two pike heads, narrow strip of white paper, found under one of the tent places ; their tent places were within a few yards of the cairn.

From beside a small cairn, about three miles north of Point Victory, an empty tea or coffee canister.

11 **Relics obtained from the Boothian Esquimaux, near the Magnetic Pole, in March and April, 1859 :—**

Seven knives made by the natives out of materials obtained from the last expedition, one knife without a handle, one spear-head and staff (the latter has broken off), two files ; a large spoon or scoop, the handle of pine or bone, the bowl of musk-ox horn ; six silver spoons and forks, the property of Sir John Franklin, Lieutenants H. D. Vescomte and Fairholme, A. M'Donald, Assistant-Surgeon, and Lieutenant E. Couch (supposed from the initial letter T and crest, a lion's head) ; a smal portion of a gold watch-chain, a broken piece of ornamental work apparently silver gilt, a few small naval and other metal buttons, a silver medal obtained by Mr. M'Donald as a prize for superior attainments at a medical examination in Edinburgh, April, 1838 ; some bows and arrows, in which wood, iron, or copper has been used in the construction—of no other interest.

12 **Relics obtained from the Esquimaux near Cape Norton, upon the East Coast of King William Island, in May, 1859 :—**

Two tablespoons ; upon one is scratched "W. W.," on the other "W. G."; these bear the Franklin crest ; two table forks, one bearing the Franklin crest, the other is also crested, probably Captain Crozier's; silversmith's name is "I. West"; two teaspoons, one engraved "A. M. D." (A. M'Donald), the other bears the Fairholme crest and motto ; handle of a dessert knife, into which had been inserted a razor (since broken off) by Millikin, Strand.

Found lying about a skeleton, 9 miles eastward of Cape Herschel, 26th May, 1859 :—Black silk neckerchief ; fragments of a double-breasted blue cloth waistcoast, with covered silk buttons, and edged with braid ; a scrap of a coloured cotton shirt, silk covered buttons of blue cloth great-coat, a small clothes brush, a horn pocket-comb, a leathern pocket-book, which fell to pieces when thawed and dried ; it contained 9 or 10 letters, a few leaves apparently blank.

From beside an Esquimaux stone-mark, on the east side of Montreal Island :—Part of a preserved meat tin, painted red ; part of the rim of some strong copper case or vessel ; pieces of iron hoop, two pieces of flat iron, an iron hook bolt, a piece of sheet copper.

13 **Contents of Boat's Medicine Chest :—**

One bottle labelled as zinzib. R. pulv., full; ditto, spirit. rect., empty ; ditto, mur. hydrarg., seven-eighths full ; ditto, ol. caryophyll., one-fifth full ; ditto, ipec. P. co., full ; ditto, ol. menth. pip., empty; ditto, liq. ammon. fort., three-quarters full ; ditto, ol. olivæ, full ; ditto, tinct. opii. camph., three-quarters full ; ditto, vin. sem. colch., full ; ditto, quarter full ; ditto, calomel, full (broken); ditto, hydrarg, nit. oxyd., full ; ditto, pulv. gregor., full (broken) ; ditto, magnes. carb., full ; ditto, camphor, full ; two bottles tinct. tolut., each quarter full ; one bottle ipec. R. pulv., full ; ditto, jalap R. pulv., full ; ditto, scammon. pulv., full; ditto, quinine bisulph., empty ; ditto (not labelled), tinct.

13—*continued.*

opii, three-quarters full; one box (apparently) purgative pills, full; ditto, ointment, shrunk; ditto, emp. adhesiv., full, one probang, one pen wrapped up in lint, one lead pencil, one pewter syringe, two small tubes (test) wrapped up in lint, one farthing, bandages, oil silk, lint, thread.

13A **Franklin Search Map of the Arctic Shores explored.**

14 **Together in a Glass Case are the Relics found by Lieutenant Schwatka, of the United States Army, in his Arctic Expedition of 1880.**

Pickaxe from Irving Bay. Ship's Axe found by a Native Chache in Wall Bay. Iron Yard Ring or Hoop found on Adelaide Peninsula. Top of a Boat's Mast from the "Eskinas" at Starvation Bay. Tompion of a Gun from the "Eskinas" at Starvation Bay. Man Harness found in Irving Bay. Wooden Canteen (marked G. W.) found at Wall Bay. Tube of a Marine Glass from Irving Bay. Piece of a Brass Pipe found at Irving Bay. Brush, marked H. Wilks, from Irving Bay. Piece of a Telescope made over by the Natives on Hayes River. Tin Box from Irving. Tin Flask found in a Chache at Wall Bay. Surgeon's Tourniquet found at Irving Bay. Bowl of a Tea Spoon found at Netchilips on Adelaide Peninsula. Stove Door found at Cape Maria Louisa. Copy of Record deposited by Sir Leopold McClintock in 1859, at Irving Bay. Medal in a grave near Starvation Cove. Drag Rope from Erebus Bay. Handkerchief from the boat place in Erebus Bay. Piece of Copper Sheathing found in Erebus Bay. Wooden Toggles found in Erebus Bay. Small Articles found at Cape Felix. Bullets in Native Chache on Wall Bay. Scissors found at Cape Felix. Shot and other articles found at Irving Bay. Uniform Button from Cape Felix. Wire Gauze Snow Goggles from Fishing line from Erebus Bay. Shot found at Cape Felix. Various graves east of Refeffer River. Buckles from a grave at Erebus Bay. Articles found at Erebus and Irving Bay.

15 **Also the following not in the Case.** Stem of a Boat from Erebus Bay. Sledge Runners obtained from Netchettik Eskimos on Adelaide Peninsula, taken by them from the boat place on "Erebus" Bay, shortly after being seen by Sir Leopold McClintock.

Found at Wall Bay—Three Tins marked "Goldner's Patent." Small Vinegar Keg. Tin Flask. Square Tin Cans. One Tin Canteen. Tins. Round Tin Cans. Wooden Canteen, and Tin Cover.

Found at Irving Bay—Tin Cover. Stove and Kettle. Cooking Stoves and Kettles.

Found at Cape Felix—Top of Potato Can.

Found at Cape Maria Louisa—Copper.

16 **Taken out of his Grave in King William's Island, in 1880, by Lieut. Schwatka, U.S.A.**

Silver Medal awarded to John Irving at the Royal Naval College, Portsmouth, 1830. He sailed in the Franklin Expedition as a Lieutenant in 1845.

Fish Hooks, made from Ship's Copper, Adelaide Peninsula. Top of a Seal Spear, also from Ship's Copper, obtained from the Natives on Hayes River, Adelaide Peninsula. Common Brimstone Matches.

Two Snow Shovels made by the Natives on Hayes River, Adelaide Peninsula, from wood obtained from the last Expedition.

17 **A Gold Clasp,** *obtained by Dr. Rae.*

17A *Found by Captain M'Clintock in the Boat.*—Cover of a book of family prayers. Fork and spoon with Franklin crest. Bullet taken out of one of the guns. Hook of a sword belt.

18 **Franklin's Bible,** with an inscription, and pair of his gloves used on his first land expedition, also a portion of his Journal (from the Hudson's Bay Territory). Photographs of Officers of "Erebus" and "Terror." *Lent by Miss M. F. Gell, Buxted Rectory.*

19 **Sir J. Franklin's Walking Stick,** from York Factory. *Lent by Captain A. H. Markham.*

19A **Sir J. Franklin's Nelson's Memorial Ring.** *Lent by Mrs. F. L. Franklin of Grantham.*

20 **Sir John Franklin's Medals.** *Lent by Miss S. Cracroft.*

21 **Franklin Relics** (about 50) obtained by Captain C. F. Hall, chiefly from the natives of Pelly Bay.

21A **Arrow and Knife,** of materials from the lost ships.

21B **A Franklin Record and Case,** from Back Bay, brought home in the "Fox." *Lent by Miss Cracroft.*

22 **The Franklin Record,** brought home by Sir Leopold McClintock in 1859. Round its margin, in the handwriting of Captains Crozier and Fitzjames, their last words are written, dated April, 1848; the only authentic information we have ever received.

23 **Model**—Steam-ship "Fox." *Lent by R.U.S. Institution.*

24 **Model** of H.M.S. "Terror." *Lent by the Lords Commissioners of the Admiralty.*

24A **Model** of the Fox, in Silver. *Lent by Admiral Sir L. McClintock, K.C.B.*

PORTRAITS.

25 **Sir Hugh Willoughby.**

26 **Captain Cook, R.N.**

27 **Death of Captain Cook, R.N.**

28 **Captain C. J. Phipps, R.N.** (Earl of Mulgrave). *Lent by the Lords Commissioners of the Admiralty.*

29 **Sir John Barrow, Bart.,** Secretary to the Admiralty. By S. Pearce. *Lent by Colonel Barrow.*

30 **Admiral Sir John Ross, K.H.** *Lent by the Royal Geographical Society.*

31 **Admiral Sir John Franklin, K.C.H.** By — Jackson, R.A. *Lent by J. Murray, Esq., Albemarle Street.*

32 **Sir John Richardson, R.N., C.B.** *Lent by Miss Cracroft.*

33 **Admiral Sir James C. Ross.** By S. Pearce. *Lent by the Lords Commissioners of the Admiralty.*

34 **Admiral Sir James C. Ross.** *Lent by the Royal Geographical Society.*

35 **Admiral Sir Edward Parry.**

36 **Nelson's adventure with a Bear.** *Lent by the Lords Commissioners of the Admiralty.*

37 **General Sir Edward Sabine, R.E.** By S. Pearce.

38 **Admiral Sir W. Beechey.** By S. Pearce. *Lent by Miss Cracroft.*

39 **Admiral Sir George Back.**

40 **Captain James Fitz-James, R.N.,** H.M.S. "Erebus." *Lent by the Royal Geographical Society.*

41 **Admiral Sir H. T. Austin, C.B.** By S. Pearce.

42 **Admiral Sir Richard Collinson, K.C.B.** By S. Pearce.

43 Admiral Sir Robert McClure, C.B. By S. Pearce.
44 Admiral Sir Erasmus Ommanney, C.B. do.
45 Captain Wm. Penny. do.
46 Admiral Sir Edward Belcher, K.C.B. do.
47 Admiral Sir Henry Kellett, K.C.B. *Lent by Colonel Barrow.*
48 Admiral Sir George Richards, K.C.B.
49 Admiral Sir Edward Inglefield, K.C.B. *Lent by Miss Cracroft.*
50 Admiral Sir L. M'Clintock. By S. Pearce.
51 Admiral Sherard Osborn, C.B. do.
52 Dr. McCormick, R.N. do.
53 Captain R. Maguire, R.N. do. *Lent by Colonel Barrow.*
53A Captain Moore, R.N. do.
54 Lieut. Bellot (French Navy). do.
55 Sir Allen Young, C.B. do. *Lent by Miss Cracroft.*
56 Dr. Rae. do.
57 Admiral Sir G. Nares, K.C.B. *Lent by Colonel Barrow.*
58 Eskimo, Erasmus Kallihirua. *Lent by Sir E. Ommanney, C.B.*
59 Captain Jas. Weddell, R.N. *Lent by the Royal Geographical Society.*
60 Captain Jas. Weddell, R.N. *Lent by A. Brown, Esq.*
61 The Arctic Council. By S. Pearce.
62 Sir John Barrow, Bart. After Lucas, by S. Pearce. *Lent by Colonel Barrow.*

PICTURES ILLUSTRATIVE OF ARCTIC SCENERY.

63 H.M.S. "Investigator" wintering in the pack.
64 H.M.S. "Phœnix" and "Breadalbane" passing Icebergs.
65 H.M.S. "Phœnix" drifting off Beechey Island.
66 H.M.S. "Breadalbane" crushed by ice off Cape Riley.
67 H.M.S. "Phœnix," "Talbot," and "Diligence" passing a remarkable Iceberg.
68 "Isabel" beset in Smith Sound. *Lent by Admiral Sir E. Inglefield, K.C.B.*
69 H.M.S. "Erebus" and "Terror" parting company with steamer at Cape Wrath. By Captain Owen Stanley, R.N. *Lent by Miss Cracroft.*
70 H.M.S. "Assistance" nipped off Cape Hotham. *Lent by Sir E. Ommanney, C.B.*
71 H.M.S. "Pioneer." Summer. By Capt. May, R.N.
72 H.M.S. "Pioneer." Winter. By Capt. May, R.N.
73 Saunderson's Hope. By Capt. May, R.N.
74 Cutting into Dock. By Lieut. Brown, R.N. *Lent by Miss Cracroft.*
75 Sketches in the Fox Expedition. *Lent by Admiral Sir L. M'Clintock, K.C.B.*
76 to 76B Three Paintings (by Cleverly) of H.M. Ships "Racehorse" and "Carcass," Captains Phipps and Lutwidge, 1773. *Lent by E. A. Drummond, Esq.*
77 & 77A Two Paintings, the Resolute abandoned and drifting out, and the Alert at her Winter Quarters, 1875. *Lent by J. Hamer, Esq.*
78 Encampment of Markham and Parr in 83° 20′ N. By Admiral Beechey. *Lent by C. Markham, Esq., C.B.*

78A **H.M. Ships Alert and Discovery.** *Lent by C. Markham, Esq., C.B.*

79 to 79E **Six Cartoons** of Arctic Scenery in Spitzbergen and Franz Joseph Land. By Captain May, R.N. *Lent by W. I. A. Grant, Esq.*

80 **Ice Fiord in Greenland.**

81 **Encampment on the Ice.** By Capt. Davis, R.N.

82 **April Sledging.** Temp.—40°. By Capt. Davis, R.N.

83 **After the Thaw.** By Capt. Davis, R.N.
Lent by the Royal Geographical Society.

84 "**Fox**" off Desolation Island. By Beechey.

85 "**Fox**" Striking the Ice. By Beechey.

86 "**Pandora**" nipped in Melville Bay. By Capt. May, R.N.
Lent by Sir Allen Young.

87 **H.M.S. Discovery** forcing a Nip off Cape Victoria. September, 1876.
Lent by Rear-Admiral Stephenson, C.B.

88 to 88P **17 Chromo-Lithographs** of Sketches made during Sir G. Nares' Expedition. By Dr. Moss, H.M.S. "Alert."
Lent by Captain A. H. Markham, R.N.

89 to 89E **6 Framed Illustrations** of Arctic Scenery.
Lent by Admiral Sir L. M'Clintock, K.C.B.

90 & 90A **Sketches,** in two frames. By Lieut. Creswell, R.N., of M'Clure's Expedition.

91 & 91A **Sketches in two frames,** by Lieut. W. W. May, R.N., of Belcher's Expedition.

92 **Engraving** of sketches of Austin's Expedition, in two frames.

93 **Sketches** in Kellett's Expedition, by G. F. McDougall, R.N.

94 **Winter Quarters.** Austin's Expedition.

94A **Sketches by Lieut. W. Browne, R.N.,** in Sir James C. Ross's Expedition.

95 **Spring** Travelling Parties Starting.

96 "**Resolute**" **nipped.** By G. F. McDougall, R.N.
Lent by Colonel J. Barrow.

97 **H.M.S. "Terror" in the Ice.** By Sir G. Back.
Lent by the Royal Geographical Society.

98 **Landing** of the "Fury's" Stores. August, 1825.

99 "**Fury**" being hove down. August, 1825.

100 **Last Examination** of the "Fury." August, 1825.

100A **H.M.S. "Hecla."**

101 "**Hecla**" and "**Fury**" Towing in a Calm. By the late Mr. Head, Mid. R.N. *Lent by W. E. Hooper, Esq., of E. Acton.*

102 **Sketch**—"Hecla" and "Fury" Leaving the Nore. By Captain Owen Stanley, R.N. *Lent by Mrs. Parry, W. Malling.*

103 **Book of Sketches** by the late Capt. Owen Stanley, R.N., made during Sir G. Back's Arctic Voyage in H.M.S. "Terror."
Lent by Mrs. Vaughan, The Temple.

Monuments to Sir John Franklin.

104 **Photographs of Monument** in Waterloo Place.

105 **Photograph of Monument** in Westminster Abbey.
Lent by Miss Cracroft.

106 **Franklin's First Winter Quarters at Beechey Island,** 1845-6. By the lender. *Lent by Capt. W. W. May, R.N.*

107 **H.M.S. Alert,** 1875-6. *Lent by C. R. Markham, Esq., C.B.*

ANTARCTIC SCENES.

108 **Antarctic Ocean,** Cockburn Island. By Captain Davis, R.N.

109 **"Erebus"** and **"Terror"** taking the Pack. By Captain Davis, R.N.

110 **Victoria Land,** Mount Sabine. By Captain Davis, R.N.

111 **Mounts Erebus and Terror,** S. Barrier. By Captain Davis, R.N.

112 Lat. 78° 10′ S. "Ne Plus Ultra." By Captain Davis, R.N.
Lent by the Royal Geographical Society.

113 H.M. Ships **"Erebus"** and **"Terror"** Escaping from Icebergs. By Beechey.

114 H.M. Ships **"Erebus"** and **"Terror."** Gale in a Pack. By Beechey.
Lent by Dr. Lyall, R.N.

114A **Illustrations of Antarctic Subjects.**

114B Ditto ditto.

114C Ditto ditto.

114D Ditto ditto. *Lent by Percy Davis, Esq.*

115 **Medallions** of Sir J. C. Ross, Sir J. Richardson, and Captain Cook, R.N. *Lent by Sir J. Hooker, C.B., K.C.S.I.*

ARCTIC EQUIPMENTS.

116 **Articles used in the Expedition of 1875-76.**
1 Twelve-man Sleigh, with 20 ft. Ice Boat; complete. 2 Eight-man Sleighs; complete. 1 Five-man Sleigh; complete. 1 Ladder Sleigh. 8 Drag Belts. 1 Eight-man Tent; complete. 1 pair of Winter Boots. 1 Travelling Knapsack. 1 Cooking Apparatus for eight men. 1 Cooking Apparatus for five men, with two lamps. 2 Ladles. Snow Knives. 1 Pickaxe. 1 Duffle Sleeping Bag. 1 Ice Saw and Triangle; complete. 1 small Hack Sledge. 1 Snow Sleigh. 1 Crow's Nest. Travelling Boots. 1 Cylinder for Records. 1 Harpoon Gun. 1 Ice Spear. 1 Ice Axe. 1 Ice Chisel. 1 Ice Anchor. 1 Ice Claw. Ice Blasting Cylinders. *Lent by the Lords Commissioners of the Admiralty.*

117 **Five-man Sledge** used in the "Fox" (1857—59) in the recovery of Franklin Relics. *Lent by Admiral Sir L. M'Clintock, K.C.B.*

118 **Whaleboat** completely fitted. *Lent by D. Bruce, Esq., of Dundee.*

119 **Sealskin Dress** supplied to Arctic Search Expedition.
Lent by J. Allen Brown, Esq.

120 **Information** distributed by a Balloon. H.M.S. "Assistance," lat. 77° N. *Lent by the Royal United Service Institution.*

121 **Arctic Balloon** for distributing Information.
A Balloon with silk netting and fuze ropes, with 80 or 100 messages attached (only two of the original messages shown), as used by the Sir John Franklin's Search Expedition in 1852-53. Invented by George Shepherd, C.E.
The special feature of this exhibit consists in its being (apart from a relic of the past) a clever invention as a means of conveying communications across vast tracts of snow when any other means would fail. *Lent by Mr. Shepherd.*

RECORDS AND NEWSPAPERS, ETC.

122 **Play Bills,** &c., written or printed on board Arctic Ships.

123 **Cylinder** marked H.M. Ships "Hecla" and "Fury," Port Bowen, June 1825, containing paper left in 1851 by Captain Kennedy.

124 **Cylinder and Record** left by Parry at Bushnan Cove in 1820, brought home by M'Clintock in 1851.

125 **Speaking Trumpet** of Capt. Jas. Cook, R.N.
Lent from Haslar Museum.

126 **Large Esquimaux Sledge,** entirely of bone, brought home by Sir Ed. Parry. *Lent by the Curator of Albert Memorial Museum, Exeter.*

127 **Tablet** marked "Observatory," 1824-25, used by Parry at Port Bowen. *Lent by the Royal United Service Institution.*

128 **Piece of Parry's Cart,** from Melville Island; abandoned 1820, brought home by M'Clintock, 1851. *Lent by Mrs. Parry, of West Malling.*

129 **Silk Play Bill,** printed during an Arctic Voyage.
Lent by G. W. F. Francis, Esq.

130 **The only remaining fragment of the "Breadalbane"**—a sheet of her copper. *Lent by Admiral Sir E. Inglefield, K.C.B.*

131 **Arctic Programme,** framed. *Lent by J. C. Holding, Esq., Newbury.*

132 **Numbers** of "The North Georgian Gazette" (1820), "Arctic Miscellanies" (1850-51), "Illustrated Arctic News" (1850-51).

133 **Play Bills and Songs** printed on board (1850-51).

134 **Two Tins** of Preserved Provisions from Fury Beach and Beechey Island—landed there in 1825 and 1852—brought home in the "Fox" in 1859.

135 **Polar Almanack,** printed on board H.M S. "Enterprise."

136 **The "Last Letters"** of Captain Fitz-James, R.N.
Lent by Admiral Sir L. M'Clintock, K.C.B.

136A **Prismatic Compass.**
136B **Telescope Case.**
136C **Thermometer Case.**
} Used by Captain Markham on his Sledge journey to the North Pole.
Lent by Captain Markham, R.N.

Sledge Flags.

137 **Silk Flag** (Union Jack) carried by Captain Parry to 82° 45′ N.

138 **Union Jack and Pendant,** Do. do.
Lent by Mrs. Parry, of West Malling.

139 **Union Jack,** carried home through the North-West Passage in McClure's Expedition. *Lent by Mrs. Court.*

Sledge Flags of Search Expeditions.

140 **Sir L. M'Clintock's,** H.M S. "Intrepid," 1852-54.
141 **Sir L. M'Clintock's,** in the "Fox," 1857-59.
142 **The late Captain Hobson's,** in the "Fox," 1857-59.
143 **Sir E. Belcher's,** H.M.S. "Assistance," 1852-54.
144 **Sir G. Richard's,** H.M.S. "Assistance," 1852-54.
145 **Dr. Lyall's,** H.M.S. "Assistance," 1852-54.
146 **Captain W. W. May's,** 1852-54.
147 **The late W. T. Domville's,** H.M.S. "Resolute," 1852-54.
148 **Other Sledge Flags** of Belcher's Expedition.

Sledge Flags of Expedition 1875-76.

149 **Flags** carried by Captain Markham to 83° 20′ N.
150 **Captain Beaumont's Sledge Flag.**
151 **Captain May's** ,,
152 **Captain Gifford's** ,,
153 **Captain Rawson's** ,,
154 **Captain Egerton's** ,,

Meteorological Instruments.

155 **Barometer** used in H.M.S. "Resolute," 1850-51.

156 **Pastorelli Thermometer,** H.M. Ships "Resolute" 1850-51, and "Fox," 1857-59.

157 **Pastorelli Thermometer,** H.M.S. "Lady Franklin," also in the "Fox."

158 **Newman Thermometer,** H.M.S. "Assistance," 1850-52; also in the "Fox," 1857-9.

159 **Nicholson's Hydrometer,** Sir James Ross's Antarctic Expedition.
Lent by the Meteorological Office.

160 **Sledging Thermometer** used by Captain Markham, R.N. Registered 107° below freezing point at H.M.S. "Alert's" winter quarters.
Lent by Captain A. H. Markham, R.N.

Esquimaux Curiosities.

161 **Esquimaux Stew-pot,** made of stone, from Northumberland Island. 78° N. *Lent by Admiral Sir E. Inglefield, K.C.B.*

162 **Greenland Woodcuts,** illustrative of Esquimaux traditions.
Lent by Admiral Sir L. M'Clintock, K.C.B.

163 **A Kayak,** complete with implements and dress.

163A **Greenland Esquimaux Knife,** Lat. 77° N.
Lent by J. Allen Brown, Esq., Ealing.

164 **Kayak,** completely fitted. *Lent by Royal United Service Institution.*

165 **Model** of a Greenland Kayak.

166 **Model** of Sledge made by the Esquimaux. Lat. 78° N.
Lent by Admiral Sir L. M'Clintock, K.C.B.

167 **Model** of an Oomiak or Woman's Canoe.
Lent by W. J. A. Grant, Esq.

168 **Esquimaux Ivory Carvings.**

169 **Esquimaux Knitting,** of Hare's fur.
Lent by Admiral Sir L. M'Clintock, K.C.B.

170 **Ivory Drill Bow,** for obtaining fire.
Lent by the Rev. C. Best Norcliffe, of Langton.

Fossils, &c.

171 **Specimens** of Criolite, from Arksut Fiord, and of Irridescent Felspar, from Labrador. *Lent by Admiral Sir L. M'Clintock, K.C.B.*

172 **Fossil** Leaves from Ritenbenk.
Lent by Admiral Sir E. Inglefield, K.C.B.

173 **Specimen** of Coal from 82° N. *Lent by C. R. Markham, Esq., C.B.*

174 **Geological specimens** from 75° N.
Lent by the Rev. C. Best Norcliffe.

175 **Specimen** of Franklin Island, the most extreme Southern Land. Lat. 76° 5′ S. *Lent by Miss S. Cracroft.*

Natural History.—Mammals.

176 **Musk Ox Head.** *Lent by C. R. Markham, Esq., C.B.*

177 **Musk Ox Head.** *Lent by Admiral Sir L. M'Clintock, K.C.B.*

178 **Musk Ox Skull** from Grinnell Land.

179 **Musk Ox Skin** from Grinnell Land. *Lent by Colonel Fielden, R.E.*

180 **Reindeer** Head and Antlers. *Lent by C. R. Markham, Esq., C.B.*

181 **Reindeer's Head** from Novaya Zembya.
Lent by Sir H. Gore Booth, Bart.

182 **8 Narwhal Horns.** 3 *lent by Admiral Sir E. Inglefield, K.C.B.* 1 *lent by Miss Cracroft.* 2 *lent by Sir Allen Young.* 2 *lent by Admiral Sir L. M'Clintock, K.C.B.*

183 **Walrus Tusks.** *Lent by Admiral Sir E. Inglefield, K.C.B.*

184 **2 Reindeer Horns.** *Lent by Admiral W. R. Kennedy.*

185 **1 Reindeer's Head.** *Lent by G. T. Temple, Esq.*

185A **White Bear's Skin.** *Lent by Sir Allen Young.*

185B **Young Seal.** (Phoca Vitulina).

186 **3 Varieties of Seals' Heads.** *Lent by W. J. A. Grant, Esq.*

187 **4 Walrus Skulls.**
Lent by Sir Allen Young, Admiral Sir L. M'Clintock, K.C.B., W. J. A. Grant, Esq., and Capt. Markham, R.N.

188 **2 White Foxes.** Winter and Summer. *Lent by Col. Barrow.*

189 **2 White Foxes.** Winter and Summer. *Lent by Miss Cracroft.*

190 **1 Lemming.** *Lent by Col. Barrow.*

BIRDS.

191 **Emperor Penguin.**

192 **Two Cases** of Antarctic Birds.
Lent by Sir J. Hooker, C.B., K.C.S.I.

193 **Snowy Owl.** *Lent by Mrs. R. C. Scott, of Acton.*

194 **Great Northern Diver** and Little Auk. *Lent by Dr. Lyall, R.N.*

195 **Two Falcons.** *Lent by Sir G. Richards, K.C.B.*

196 **Two Cases** of Arctic Birds. *Lent by Sir H. Gore-Booth, Bart.*

196A **Case of Bird Skins,** illustrative of Arctic Fauna.
Lent by Col. Fielden, R.E.

197 **Arctic Whale Boat,** fitted complete.
Lent by D. Bruce, Esq., Dundee.

END OF ARCTIC SUB-DIVISION.

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In continuation of the

FRANKLIN GALLERY,

and separated from it by a screen with ornamental iron gates, which are locked at night, is the

NELSON GALLERY,

running parallel with which on the south side, are the

BLAKE AND BENBOW GALLERIES,

and in these three galleries is located the

ARTS SECTION.

THE Insignia and Relics of the CINQUE PORTS represent the earliest naval fighting force of the English nation of which we have any certain knowledge. The fleet of 57 ships which, in return for valuable franchises, the Cinque Ports undertook to provide was liable to military service for 15 days, whenever the King should call it out. For any extension of the time of service the King paid at a fixed rate. Each ship was required to carry a crew of 21 men and a boy; each had a "rector" or master, as well as a "constable," or boatswain. Thus their whole force consisted of 1,368 officers and men, to which the King appears to have added on occasion a contingent of troops. The form of these "ships" is ascertained from the Cinque Port Seals, some of which are exhibited. They seem in the earliest times to have varied from 20 to 60 tons burden, and were little more than large boats, partially decked, and rigged with one stout mast and one large square sail. From the fore-castle, after-castle, and top-castle, the archers and cross-bowmen discharged their missiles.

To this fleet the Kings of England for some ages intrusted the guardianship of the English Channel; it conveyed the King when he crossed the sea; and it fought his battles. It was led by the Earl of Salisbury in 1213 to victory at Damme, and won the decisive battle of Dover Straits under Hubert de Burgh in 1217. It was unfairly matched against the whole of the French naval forces by King Henry III., and formed the advanced guard of Earl Simon de Montfort in the Barons' War. King Edward I. employed it in the Conquest of Wales and Scotland; and in 1293 it destroyed the French fleet in a pitched battle at St. Mahé. Even as late as the reign of King Edward III., when the Kings own ships began to be of some importance, the fleet of the Cinque Ports formed a chief part of the force led by the King at Sluys, at the Siege of Calais, and at the battle of Lespagnols-sur-Mer. At the end of his reign, and during that of King Richard II., the French revenged

themselves by burning the Cinque Port towns. This disaster, and still more the unceasing silting-up of the harbours, caused the gradual decay of the Confederation. Their last service of importance was performed against the Spanish Armada.

The names of the confederated ports chartered by Edward the Confessor are Hastings, Sandwich, Dover, Romney, and Hythe; King Henry II. added Winchelsea and Rye. Thus they are officially addressed as "The Five Cinque Ports and Two Ancient Towns." Soon afterwards they began to enrol other towns as "Members" of the Confederation, 8 of them being Corporate, and 24 Non-Corporate, towns. Seaford, Pevensey, Fordwich, Deal, Folkestone, Faversham, Lydd, and Tenterden form the first group: Ramsgate, Walmer, Margate, and Brightlingsea alone of the second group, survive as places of any importance.

The military character of the Confederation grew out of the organisation of the Kentish Coast-men for the Herring Fishery. For many centuries they held the guardianship of Yarmouth Fair, regulated by the King from time to time, and only relinquished in 1663. Their oldest institutions were connected with this office.

Amongst their numerous franchises none was more cherished than their "Honours at Court," recited in the earliest charter now surviving, that of 1278. At Coronations the Barons of the Cinque Ports—a title which dates from the Norman reigns and is still in use—bore on the points of silvered spears a silken canopy, with a bell at each corner, over the King and Queen. At the feast which followed the Barons sat at the next table to the King on his right hand. It was as a Royal Navy that they had the precedence of every one else in Court Honours. This "custom" was "ancient" when King Richard the First was crowned, and has been regularly observed. The Cinque Ports still enjoy exceptional privileges, and at the last census included within their "liberties" a population of 174,279.

But though the Cinque Ports were thus, from a very early period, the nucleus of the Navy of England, every ship and every seafaring man in the country was subject to be "arrested" for the King's service; and the Lord Admiral's first duty on being appointed was to make himself acquainted with the number and names of available ships and men. In case of a general armament, many towns, besides the Cinque Ports, added their quota to the fleet; and prominent among these, in the time of Edward III., were London, Bristol, Yarmouth, Southampton, Portsmouth, Poole, Dartmouth, Plymouth, Looe, and Fowey. Poole and Dartmouth obtained a special notoriety as haunts of privateers, scarcely distinguishable from pirates. Dartmouth was the home of Chaucer's typical sailor, who "certeinly was a good felawe," although

> "Of nyce conscience took he no keep.
> If that he foughte and hadde the heigher hand,
> By water he sente hem hoom to every land;"

a reference to the ordinary way of disposing of prisoners; and of Poole, it was said:—

> "If Poole was a fish-pool, and the men of Poole fish,
> There'd be a pool for the devil, and fish for his dish."

In addition, however, to the force thus supplied by the maritime towns, there was always a certain varying contingent of King's ships, the establishment of which dated back as far as the days of Ethelred, or Alfred, or even earlier; but was placed on a more distinct and permanent footing under Henry VIII. by the institution of the Trinity House at Deptford, and of the Board long known as the Navy Board. This was composed of the "Principal Officers of the Navy"—the Treasurer, Comptroller, Surveyor, and Clerk of the Acts—who, under the Lord Admiral, were responsible for the administration of the "Navy Royal," which, from the increase in the size of ships, rendered necessary by the use of cannon, became of continually greater importance in the measure of the country's naval strength. Out of the very numerous fleet assembled to oppose the "Invincible" Armada in 1588, the stress of the fighting fell almost entirely on the Queen's ships; comparatively few of the others being able to match themselves against the Spaniards' huge galleons.

This brilliant and glorious war gave a new impulse to the "Navy Royal:" the country seemed to have learned that in it lay its true power and most effective defence; and many new ships of a large size, were added to it. But the financial difficulties of James I. and Charles I., and the troubles of the Civil War prevented its being maintained at an adequate strength; and when the war with Holland broke out in 1652, the number of State's ships was very far below the nation's requirements. A great many merchant-ships were therefore hired for the public service; and as it was found that, under the more stringent conditions of a purely naval war, there was some difficulty in regulating the conduct and discipline of their commanders, provision was made that in all cases the officers of such ships must be appointed and commissioned by the State.

The Navy List thus began to assume a degree of permanence; and during the succeeding Dutch wars, the code of discipline and organization took the form which it has since maintained. At the same time, the advantage of the larger and more powerful ships of the State, proved repeatedly in several of the battles with the Dutch, gave an impulse to the development of naval architecture; and after the Revolution, the number of merchant ships hired into the service was absolutely small, and the size of them inconsiderable; they were seldom available except as cruisers or scouts.

At this time, too, it was finally recognized that ships of small size were out of place in a general action; the idea of fighting in line had been gradually developed, more especially in the actions between the combined English and French fleets and the Dutch in 1673, and the combined Dutch and Spanish

fleets and the French in 1676. It had thus come about that the strength of fleets was no longer counted in gross, as during the first and second Dutch wars, but by the number of "ships fit to lie in a line," an expression of 1690, which, by 1692, had settled down into "ships of the line of battle."

This "line of battle," or "line ahead, close to the wind," was established as the only fighting formation, and was so recognised by all the Maritime Powers. It was formulated in a code of Fighting Instructions, which forbade any departure from the prescribed order; and though experience showed that by adhering to it no definite advantage was to be gained, without a great superiority of numbers, and though Sir George Byng at Cape Passaro, in 1718, and Sir Edward Hawke in Quiberon Bay, in 1759, showed how much was to be gained by a judicious violation of the rule, it continued in force till Sir George Rodney, by an accidental but distinct breach of it, in 1782, inflicted a decisive defeat on the French fleet off Dominica, and did away with the pedantry of prescribed formations and pre-ordered manœuvres. Then came the era of Howe, St. Vincent, Duncan, and Nelson, who, no longer bound by the fetters of routine, gave free scope to their genius, and emblazoned on our history the glorious names of Ushant, St. Vincent, Camperdown, the Nile, Copenhagen, and Trafalgar—a continuous succession of brilliant victories, to which naval history offers no parallel.

It would, however, be a grave mistake to suppose that during all these years, the work of our Navy is adequately described in the catalogue of its glories. It has, indeed, sufficed, on the comparatively rare days of battle, to withstand or crush the enemy's fleets or ships, and to win for itself undying renown; but it has also sufficed, on every day of war, to maintain our coasts inviolate, to sweep the enemy's commerce from the seas, and to protect our own. It has often been said that, notwithstanding our great naval strength, our commercial losses were still very great. It is true; but in estimating those losses the gains must also be reckoned. Our losses were great because our commerce was great; because in time of war we had the practical monopoly of the commerce of the world; because our mercantile shipping grew and developed in war, at the expense of our enemies; and the losses we sustained, though great in absolute numbers or value, were trivial in comparison with the whole number and the sum total from which they were taken.

But this, the all-important, the abiding work of our Navy, the ceaseless and grinding pressure which it has exercised on our enemies, the security of our shores, the increase of our commerce, the driving of hostile flags from the sea, cannot be adequately represented by the art to which our galleries are dedicated. The painter can indeed show the portraits of our heroes, or the representation—in fact or fancy—of some of their achievements. He can show "the blue flag bearing down on the white," and can give some idea of "the hawk-like swoop" in Quiberon Bay; he can show the slow advance

and terrible onslaught of the Victory or the Royal Sovereign at Trafalgar; he can show how

> "Brave Broke, he waved his sword,
> Crying—'Shannons, let us board!'"

or, coming down to our own days, he can show the meaning of the signal "Well done, Condor!"; but nothing here can show the security, the peace, the wealth which has sprung, in only a less degree, from the every-day actions of every-day men, whose names were scarcely known beyond the walls of the Admiralty, but who were, none the less, the units which made up the grand whole of England's Navy, "the wall and fence of the kingdom."

So far as circumstances have permitted, the portraits and battle pieces in the two larger galleries, Blake and Nelson, have been arranged in chronological order, and thus present a fairly complete view of the war services of the Navy, from the time of Henry VIII. The same idea has ruled in the arrangement of the water colours and engravings in the Benbow gallery; where will also be found many humourous representations of the social life of the Navy.

The Committee desire to convey their warmest thanks to all who have so cordially and liberally responded to their appeal, and have enabled them to bring together a collection of pictures and relics of naval interest, such as has never been equalled.

The numbers commence in the North-East end of the Blake Gallery, and continue from left to right to the East Entrance, then passing into the Nelson Gallery are continued on the South and North Walls respectively, and terminate on the screens commencing from the East end.

The Works are Catalogued under the names given to them by the contributors.

The Arts Committee accept no responsibility as to their authenticity.

Synopsis of arrangement of Portraits, Battle-Pieces, Figure-Subjects, &c., with relation to prominent periods of British Naval History.

First Period	From the beginning of the sixteenth century to the commencement of the Civil War in 1642.	*Battle of Brest*, 1513. Sir Edward Howard. *Battle at Spithead*, 1545. Lord Lisle. *Armada*, 1588. Howard, Drake, Hawkyns, Frobiser, &c. *Cadiz*, 1596. Essex, &c.
Second Period	The Cromwellian Era, from 1642 to 1660. Dutch and Spanish Wars.	*Battle of Dover Roads*, 1652. Blake. *Battle in the Channel*, 1652. Ayscue. *Battle off Plymouth*, 1652. *Battle off the Goodwin*, 1652. Blake, Penn. Battles of Blake, Monck, Deane, &c.
Third Period	The Restoration Era, from 1660 to 1688. French, Danish, Dutch, Spanish, and Algerine Wars.	*Battle off Lowestoft*, 1665. Duke of York, Penn, Lawson. *Battles off the Goodwin*, 1666. Monck, Rupert. *Battle off St. Christopher*, 1667. Harman. *Battle of Solebay*, 1672. Duke of York, Sandwich, &c. Battles of Rupert, Spragge, &c.
Fourth Period	The Era of William III. and Anne, from 1688 to 1714. French Wars.	*Battle of Bantry Bay*, 1689. Herbert. *Battle of Beachy Head*, 1690. Herbert, &c. *Battle of La Hogue*, 1692. Russel, &c. *Battle of Lagos Bay*, 1693. Rooke, &c. *Battle off Santa Marta*, 1702; *Vigo*, 1702; *Malaga*, 1704; *&c.*

Fifth Period	The Era 1714 to 1756. Spanish and French Wars.	*Battle off Cape Passaro*, 1718. Byng, &c. *Porto Bello*, 1739. Vernon, &c. *Battle off Toulon*, 1744. Matthews, Lestock, &c. *Battles off Finisterre*, 1747, *off Havana*, 1748, *&c.*
Sixth Period	The Era 1756 to 1774. French and Spanish Wars.	*Battle off Negapatam*, 1758. Pocock. *Battle off Lagos*, 1759. Boscawen. *Battles in East Indies*, 1759. Pocock. *Battle of Quiberon Bay*, 1759. Hawke.
Seventh Period	The Era of American Revolution, from 1774 to 1793. American, French, Spanish, and Dutch Wars.	Battles of Keppel, Barrington, Byron, Rodney, Hood, Parker, Graves, Hughes, &c.
Eighth Period	The Era of French Revolution, from 1793 to 1802. French and Spanish Wars.	Battles of Hotham, Howe, Bridport, Jervis, Duncan, Nelson, Warren, Saumarez, &c.
Ninth Period	The Napoleonic Era, from 1802 to 1815. French and Spanish Wars.	Battles of Calder, Nelson, Collingwood, Strachan, Duckworth, Gambier, Hoste, &c., &c.
Tenth Period	The Long Peace, from 1815 to 1854.	*Bombardment of Algiers*, 1816; *Burmese War*, 1824—26; *Battle of Navarino*, 1827; *Carlist War*, 1836—37; *Battle of Acre*, 1840; *Chinese War*, 1839—42; *New Zealand War*, 1845—46; *Caffre War*, 1851—52; *Burmese War*, 1852—53, *&c.*
Eleventh Period	The Russian War and Indian Mutiny, from 1854 to 1860.	*Russian War*, 1854—56. *Chinese War*, 1856—60. *Indian Mutiny*, 1857—58, *&c.*
Twelfth Period	The Era of the New Navy, from 1860 to 1891.	*New Zealand War*, 1860—64; *Abyssinia*, 1868; *Ashantee*, 1873—74; *Perak*, 1875—76; *Transkei and Zulu*, 1878—79; *Transvaal*, 1880—81; *Egypt*, 1882; *Egypt and Soudan*, 1884—85, *&c.*

CHRONOLOGICAL LIST

OF THE CHIEF

SERVICES OF THE ROYAL NAVY AND ROYAL MARINES

FROM A.D. 1512 TO THE PRESENT DATE.

1512.	Aug. 10.	Action off Brest. Burning of the *Regent.*
1513.	Apr. 25.	Fight off Brest. Death of Sir Edward Howard.
1520.	May 31.	Embarkation of Henry VIII. at Dover for France.
1543.	July.	Defeat of a French Squadron off the Forth.
1545.	July 19.	Action at Spithead. Loss of the *Mary Rose.*
1568.	Sept. 24.	Destruction of Hawkyns' Squadron at S. Juan de Lua.
1585.		Sir Francis Drake's sack of Santiago and Cartagena.
1587.	Apr. 19.	The Spanish Shipping in Cadiz burnt by Sir Francis Drake.
1587.	June.	Capture of the Carrack *St. Philip* by Sir Francis Drake.
1588.	July.	Engagements with the "Invincible Armada."
1590.	Apr. 24.	Repulse of 12 Spanish Galleys by 10 Merchant Ships.
1591.	Aug. 31.	The Last Fight of the *Revenge.*
1591.		Repulse of 5 Spanish Galleys by the *Centurion.*
1592.	Aug. 3.	Capture of the *Madre de Dios* by Sir John Burgh.
1594.	June 19 to 21.	Capture of the *Dainty* (Captain Hawkyns) by the Spaniards.
1594.	Nov.	Reduction of Fort Crozon. Frobiser mortally wounded.
1596.	June 21.	Sack of Cadiz by Howard, Essex, and Raleigh.
1602.	June 3.	Sir Richd. Levison and Sir Wm. Monson at Cezimbra.
1612.	Oct. 30 and 31.	Defeat of the Portuguese Armada by Best, off Surat.
1614-5.	Jan. 20.	Defeat of the Portuguese by Nic. Downton, off Surat.
1616-7.	Jan. 12.	Defeat of 5 Turkish Men-of-War by the *Dolphin.*
1625.	Feb. 1 and 2.	Fight between the Anglo-Dutch and the Portuguese in the Persian Gulf.
1625.	Oct.	Expedition to Cadiz.
1650.	Nov.	Burning of Prince Rupert's Piratical Squadron by Blake.
1652.	May 19.	Blake engaged the Dutch, under Tromp, off Dover.
1652.	June 12.	Engagement between English and Dutch off the Lizard.
1652.	June.	The *Tiger* and another Frigate engaged two Dutch Men-of-War.
1652.	July.	Capture of the *Rotterdam.* Re-named *Falmouth*, July 19.
1652.	Aug. 27.	Defeat of the English by the Dutch, off Elba.
1652.	Sept. 28.	Battle of the Kentish Knock. Defeat of the Dutch Fleet.
1652.	Oct.	Capture of the *Morning Star.* Re-named *Plover*, Oct. 30.
1652.	Nov. 30.	Defeat of Blake by Tromp.
1653.	Feb. 18.	Battle of Portland.
1652-3.	Mar. 4.	Defeat of Appleton by Van Galen, off Leghorn.
1653.	June 3.	Battle off the Coast of Essex. Death of Deane.

1653.	July 31.	Decisive Defeat of the Dutch. Death of Tromp.
1653.	Nov.	"Scuffle" between the *Nonsuch* and a Dutch Man-of-War.
1653.	Dec.	Action between *Phœnix* and a Dutch Man-of-War.
1654.	Jan.	Capture of the *Walcheren* by the *Sapphire*.
1654.	Feb.	The *Amity* captured a Dutch Man-of-War of 20 Guns.
1655.	April 4.	Burning of the Tunis ships in Porto Farino.
1656.	Sept. 8.	Capture of the Plate Fleet, off Cadiz, by Capt. Stayner.
1657.	April 20.	Destruction of Spanish Ships, by Blake, at Santa Cruz.
1658.	Nov.	Capture of "that famous rover Papachino" by Capt. Bonn.
1664.		Seizure of Dutch Settlements on the West Coast of Africa.
1664.	Aug.	Holmes turns the Dutch out of New Amsterdam.
1664.	Dec. 19.	Attack on the Dutch Smyrna fleet in the Straits by Allin.
1665.	June 3.	Defeat of Obdam van Wassenaer by the Duke of York.
1665.	Sept. 3.	Lord Sandwich captures the Dutch East India Fleet.
1666.	June 1 to 4.	The Four Days' Fight, off the North Foreland.
1666.	July 25.	Engagement with the Dutch. The "St. James's Fight."
1666.	Aug. 8.	"Sir Robt. Holmes, his Bonefire." Burning of Dutch Ships.
1666.	Sept. 18.	Capture of the French *Ruby* by Sir Thos. Allin.
1666.	Dec.	The *Pembroke* (Capt. Herbert) engaged a Dutch Frigate.
1666.	Dec.	A British Squadron defeated the Dutch in the North Sea.
1667.	June 11 to 14.	The Dutch in the Medway.
1667.	June 25.	Burning of a French Squadron at Martinique by Harman.
1667.		Defeat of the Franco-Dutch by Capt. Berry, off Nevis.
1669.	Dec. 8.	Defeat of 7 Algerine Men-of-War, off Cadiz.
1672.	Mar. 12 and 13.	Holmes' Action with the Dutch Smyrna Fleet.
1672.	May 28.	Battle of Solebay.
1673.	May 15.	Capture of the Island of St. Helena.
1673.	May 28. June 4. Aug. 11.	Three engagements between the Anglo-French fleet under Prince Rupert and the Dutch under De Ruyter.
1677-8.	Jan. 19.	The *Guernsey* engaged an Algerine Corsair.
1679.	Oct.	The *Revenge* engaged Selvagee's Armada.
1681.	Apr. 8.	Capture of the Algerine Corsair *Golden Horse*.
1681.	May 22.	The *Kingfisher* engaged seven Algerine pirates.
1689.	May. 1.	Battle of Bantry Bay.
1689.	May.	*Railleuse* and *Serpente* captured by *Nonsuch*.
1689.	July 28.	Relief of Londonderry.
1690.	June 30.	Battle of Beachy Head.
1691-2.	Feb. 21.	Commodore Wrenn engaged M. de Blenac.
1692.	May 19 to 24.	Battle of Barfleur, and destruction of ships at La Hogue.
1694.	May 2.	Capture of the *Diligente* by an English Squadron.
1694.	June 8.	Repulse of boats and landing party in Camaret Bay.
1694.	July 18.	Capture of the *Scarborough* by the *Comte de Revel*.
1694-5.	Jan. 3 and 4.	Capture of the *Nonsuch* and *Falcon* by the *François*.
1694-5.	Jan. 27.	Capture of *Content* and *Trident* by an English Squadron.
1695.	Apr. 16.	Capture of the *Hope* by Duguay-Trouin.
1695.	July 4 and 5.	Bombardment of St. Malo.

1695.	Aug. 1.	Bombardment of Dunkirk.
1695.	Aug. 17.	Bombardment of Calais.
1697.	May 28.	Nevell engaged De Pointis, off Cartagena.
1702.	Aug. 20 to 24.	Benbow engaged Ducasse.
1702.	Oct. 12.	Rooke's Victory off Vigo.
1703.	Feb.	Hovenden Walker at Guadaloupe.
1703.	Mar. 18.	*Montague* engaged a French Squadron.
1703.	July 27.	Dilkes destroyed French ships off Graville.
1703.	Nov. 26.	*Oxford*, *Warspite*, and *Lichfield* captured *Hasardeux*.
1703.	Nov. 16.	Great Storm. Thirteen men-of-war lost.
1704.	Mar. 12.	Rear-Admiral Dilkes captured three Spanish ships.
1704.	July 24.	Capture of Gibraltar.
1704.	Aug. 13.	Rooke's Victory off Malaga.
1704.	Oct. 29.	Leake captured six French ships at Gibraltar.
1705.	Mar. 10.	Leake destroyed or took five French line-of-battle ships.
1705.	Sept. 23.	Barcelona capitulated.
1706.	Apr. 20.	*Resolution* burnt in presence of French Squadron.
1706.	Apr. 26.	Relief of Barcelona.
1706.	June 25.	Capitulation of Ostend.
1706.	Sept.	Leake at the Balearic Isles.
1706.	Dec.	*Romney* cut out a French Ship at Malaga.
1706.	Dec. 26.	*Romney* and consorts destroyed *Content*.
1707.	Jan.	*Romney* captured *Mercure*.
1707.	May 2.	Portuguese convoy defeated by Forbin.
1707.	July.	Part of convoy from Baltic captured by Forbin.
1707.	Aug.	Four French ships captured off Newfoundland.
1707.	Oct. 10.	*Cumberland*, *Ruby* and *Chester* captured by Forbin.
1707.	Oct. 23.	Loss of *Association*, *Eagle*, *Romney*, and *Firebrand*.
1708.	May 12.	Leake's Fleet took a French frigate and convoy.
1708.	May 28.	Wager's Action off Cartagena.
1708.	Oct. 30.	Surrender of Port Mahon.
1709.	Mar. 2.	*Assurance* and consorts engaged Duguay-Trouin.
1709.	Apr. 8.	*Bristol* captured by Duguay-Trouin.
1709.	Apr. 9.	Lord Dursley defeated Duguay-Trouin, and re-took *Bristol*.
1709.	May 6.	*Portland* re-captured *Coventry*.
1709.	May 18.	*Falmouth* defended a convoy against 4 French vessels.
1709.	June.	*Fowey* taken by two French frigates.
1709.	Sept. 23.	*Plymouth* captured *Adriadne*.
1709.	Oct.	*Gloucester* captured by Duguay-Trouin.
1710.	May 3.	*Suffolk* captured *Gaillard*.
1710.	July 29.	*Kent* captured *Superbe*.
1710.		Bombardment of Cette, &c.
1710.	Aug.	*Severn* and *Portland* destroyed French Settlements in Newfoundland.
1710.	Dec. 29.	*Pembroke* and *Falcon* taken by French Squadron.
1711.	Mar. 27.	*Exeter* and *Lion* re-captured *Pembroke*.
1711.		*Hampton Court* captured *Toulouse*.
1711.	June.	*Advice* captured by privateers.
1711.	July 27.	Commodore Littleton captured a Spanish galleon.
1711.	Oct. 15.	*Edgar* blew up at Spithead.
1715.		*August* and *Garland* wrecked in the Baltic.
1716.		Operations against the Barbary Corsairs.

1718.	Aug. 11.	Byng's Victory off Cape Passaro.
1719.	Oct.	Seizure of Vigo.
1722.	Apr.	*Swallow* destroyed Roberts' Piratical Vessels.
1726.		Hosier in the West Indies.
1727.		Wager's Relief of Gibraltar.
1729.		*Dursley Galley* took a Guarda-Costa.
1731.		Episode of Jenkins' Ears.
1733.		Operations against the Barbary Corsairs.
1739.	Nov. 21.	Vernon's capture of Porto Bello.
1740.	Mar. 6 to 9.	Vernon bombarded Cartagena.
1740.	Apr. 18.	*Lennox* and consorts captured *Princesa.*
1740.	June.	Unsuccessful attempt on St. Augustine.
1740.	Sept. 18.	Departure of Anson on voyage of circumnavigation.
1741.		*Rupert* captured four large Privateers.
1741.		*Superb* captured a galleon worth £200,000.
1741.	Mar. 9.	Vernon attacked Cartagena unsuccessfully.
1741.	Mar. 23 to 30.	British successes at Cartagena.
1741.	April & May.	Withdrawal of Vernon from Cartagena.
1742.	Apr. 12.	*Eltham* and *Lively* engaged three Spanish ships.
1742.	June.	*Kingston* and consorts destroyed five Spanish galleys.
1743.	Jan. 15.	*Sapphire* sank two Spanish Privateers and destroyed three.
1743.		*Revenge* and *Ann Galley* destroyed the *San Ysidro.*
1743.	Feb.	Knowles's unsuccessful attack on La Guaira.
1743.	Apr.	Knowles's unsuccessful attack on Porto Cavallo.
1743.	Apr. 20.	*Centurion* took *N.S. de Covadonga*, worth £400,000.
1744.		*Seaford*, *Solebay*, and *Grampus* captured by De Rochambeau.
1744.	Feb. 11.	Mathews's engagement off Toulon.
1744.	Apr. 29.	*Dreadnought* and *Grampus* captured *Medée.*
1744.	May 8.	*Northumberland* captured by a French Squadron.
1744.	Oct. 4.	Loss of the *Victory.* Admiral Balchen and 1,100 men lost.
1744.	Oct. 20.	Eight men-of-war wrecked at Jamaica.
1745.		*Rose* captured *Concepcion*, with enormous treasure.
1745.	Feb. 20.	*Chester* and *Sutherland* captured *Elephant.*
1745.	Mar. 26.	Admiral Martin captured *Panther* and convoy of 5 sail.
1745.	Apr. 22.	*Anglesea* captured by *Apollon.*
1745.	May 19.	Commodore Warren captured *Vigilante.*
1745.	June 28.	Capitulation of Louisbourg.
1745.	Oct. 31.	Admiral Townsend took great part of a large French convoy.
1746.		*Defiance* captured *Ambuscade.*
1746.		*Namur* captured *Mercure.*
1746.		*Albany* captured by *Castor.*
1746.		*Severn* captured by M. de Conflans.
1746.	Feb. 9.	*Portland* captured *Auguste.*
1746.	June 25.	Peyton engaged La Bourdonnais in E. Indies.
1746.	Aug. 4.	*Pembroke* captured *Ferme.*
1746.	Sept. 20. to 30.	Lestock's descent on L'Orient.
1746.	Oct.	Destruction of forts in Quiberon Bay.
1746.	Oct. 1.	*Exeter* and consorts captured and burnt *Ardent.*
1746.	Oct. 8.	*Weazel* captured *Jeantie* and *Fortune.*

1746.	Oct. 11.	*Nottingham* captured *Mars*.
1746.	Nov. 11.	*Portland* captured *Subtile*.
1747.		*Surprise* and *Jamaica* captured *Superbe*.
1747.		*Enterprise* captured *Vestale*, worth £150,000.
1747.		Rear-Admiral Griffin destroyed the *Neptune*.
1747.	May 3.	Anson's Victory off Finisterre.
1747.	June 2.	*Fortune* captured *Charon*.
1747.	June 21.	Sir P. Warren destroyed *L'Etoile*.
1747.	June 21.	Captain Fox took 48 sail of a French Convoy.
1747.	June.	*Viper* and *Hunter* burnt 28 sail in Sedière Bay.
1747.	July 14.	*Warwick* engaged *Glorioso*.
1747.	Sept. 13.	*Dover* captured *Renommée*.
1747.	Oct. 8.	*Dartmouth* blown up in action with *Glorioso*.
1747.	Oct. 9.	*Russell* captured *Glorioso*.
1747.	Oct. 14.	Hawke's Victory off Finisterre.
1748.		Captain Pocock took 25 sail off Martinique.
1748.		Unsuccessful attack on Pondicherry.
1748.	Jan. 31.	*Nottingham* and *Portland* captured *Magnanime*.
1748.	Mar. 7.	Captain Cotes captured 5 sail of a Spanish Convoy.
1748.	May 8.	Admiral Knowles reduced Port Louis.
1748.	Oct. 1.	Admiral Knowles' Victory off Havana.
1748.	Oct. 10. to 12.	Mutiny and re-capture of the *Chesterfield*.
1749.	Apr. 12.	Wreck of *Namur* and *Pembroke*.
1755.		*Mars* lost off Halifax.
1755.		*Blandford* taken by Duguay-Trouin.
1755.	June 8.	Boscawen took *Alcide* and *Lys*.
1755.	Nov. 14.	*Espérance* captured by *Orford*.
1756.	Feb. 12.	Watson and Pocock took Geriah.
1756.		*Warwick* taken by a French Squadron off Martinique.
1756.	May 17.	*Colchester* and *Lyme* engaged *Aquilon* and *Fidèle*.
1756.		*Dunkirk* destroyed forts at Chausey.
1756.		*Tartar* took *Cerf*, *Grand Guidon*, *Heros*, and *Rose*.
1756.		*Dispatch* engaged *Prince de Soubise*.
1756.		*Adventure* captured by French privateer.
1756.	May 20.	Byng's action off Minorca with La Gallissonière.
1756.		Fortunatus Wright in the *St. George* with a xebec.
1756.	July 12.	*Litchfield* and *Warwick* captured *Arc en Ciel*.
1756.	July 27.	Holmes' action off Louisbourg with De Beauzier.
1756.	Dec. 23 to 28.	*Terrible* with *Alexander* and *Vengeance*.
1756.		*Antigallican* captured *Duc de Penthièvre*.
1756.	Dec. 28.	Watson at Calcutta, captured forts.
1757.	Jan.	*Tartar* captured *Mont Ozier*.
1757.	Jan. 2.	Watson at Calcutta.
1757.	Feb.	*Tartar* took *Victoire*.
1757.	Mar.	*Tartar* took *St. Marie* and *Duc d'Aiguillon*.
1757.	Mar. 14.	Byng executed.
1757.	Mar. 18.	*Greenwich* taken by French Squadron off Domingo.
1757.	Mar. 23.	Watson at Chandernagore.
1757.	May.	*Tartar* took *Penelope*.
1757.	July 25.	*Southampton* engaged five French privateers.
1757.	Sept. 22.	*Southampton* captured *Emeraude*.

1757.		*Unicorn* took *Invincible* and *Comtesse de Noailles.*
1757.		*Unicorn* took *Hermione.*
1757.		*Chichester* took *Bien Acquis.*
1757.		*Eagle* and *Medway* took *Duc d'Aquitaine.*
1757.	Sept. 23.	Knowles attacked the Isle of Aix.
1757.	Sept. 24.	*Tilbury* lost off Louisbourg.
1757.	Oct.	*Tartar* took *Gramont.*
1757.	Oct. 21.	Forrest engaged de Kersaint.
1757.	Nov.	*Tartar* took *Mélampe.*
1757.	Nov. 23.	*Hussar* and *Dolphin* destroyed *Alcyon*
1757.		*Antelope* destroyed *Aquilon.*
1757.		*Happy* took *Infernal.*
1757.		*Defiance* took *Prévôt de Paris.*
1757.		*Ambuscade* took *Vainqueur.*
1757.		*Experiment* took *Télémaque.*
1757.		*Fortune* took a French Ship.
1757.	Dec. 16.	*Augusta* took nine armed merchantmen.
1758.	Jan. 1.	*Adventure* took *Machault.*
1758.	Jan. 8.	*Hussar* took *Vengeance.*
1758.	Feb. 19.	*Invincible* lost on the Owers.
1758.	Feb. 28.	*Revenge* took *Orphée.*
1758.	Feb. 28.	*Monmouth* took *Foudroyant.*
1758.	Feb. 28.	*Monarque* and *Monmouth* destroy *Oriflamme.*
1758.	Apr. 5.	Hawke at Isle of Aix.
1758.		*Essex* and *Pluto* captured *Galathée.*
1758.	April 13.	Burning of *Prince George.*
1758.		*St. Albans* and *Favorite* took *Loire.*
1758.		*Monmouth* and *Lyme* destroyed *Rose.*
1758.		*Boreas* took *Diane.*
1758.	April 28.	*Triton* and *Bridgewater* destroyed by French Squadron.
1758.	April 29.	Pocock and D'Aché in East Indies.
1758.	May 26.	*Dolphin* and *Solebay* with *Maréchal de Belleisle.*
1758.	May 29.	*Dorsetshire* and *Achilles* took *Raisonnable.*
1758.	June.	Surrender of Louisbourg to Boscawen.
1758.	June 6.	Howe at St. Malo.
1758.	June 29.	*Renown* took *Guirlande.*
1758.	Aug. 3.	Pocock and D'Aché, 2nd action.
1758.	Aug. 15.	Howe destroyed Cherbourg.
1758.	Sept. 2.	*Shrewsbury* destroyed *Calypso.*
1758.	Sept. 27.	Disaster at St. Malo.
1758.	Oct. 2.	*Lizard* took *Duc d'Hanovre.*
1758.		*Torbay* took *Rostan.*
1758.	Oct. 31.	*Antelope* took *Belliqueux.*
1758.	Nov. 3.	*Buckingham* and *Florissant.*
1758.	Nov. 28.	Loss of *Lichfield.*
1758.	Dec. 20.	Capture of Goree.
1759.	Feb. 21.	*Vestal* took *Bellone.*
1759.	Mar. 19.	*Æolus* took *Mignone.*
1759.	Mar. 27.	*Windsor* took *Duc de Chartres.*
1759.	Mar. 28.	*Southampton* and *Mélampe* took *Danaé.*
1759.	April 4.	*Achilles* took *St. Florentine.*
1759.	April 15.	*Favorite* took *Valeur.*
1759.	May 1.	Capture of Guadaloupe.

1759.	May 18.	*Thames* and *Venus* took *Aréthuse.*
1759.	June to Sept.	Saunders at Quebec.
1759.	Aug. 13.	*Crescent* took *Berkeley.*
1759.		*Dreadnought* took *Hermione.*
1759.	Aug. 18.	Boscawen and De la Clue.
1759.	Sept. 2.	Pocock and D'Aché, 3rd action.
1759.	Nov. 20.	Hawke and Conflans in Quiberon Bay.
1760.	Feb. 15.	Loss of *Ramillies.*
1760.	Feb. 28.	Elliot and Thurot off the Isle of Man.
1760.	Mar. 28.	*Penguin* taken by *Malicieuse* and *Opale.*
1760.	May 16.	Swanton at Quebec.
1760.		Destruction of *Pomone* and *Atalante.*
1760.		Loss of *Lowestoft.*
1760.	July 4.	Fire at Portsmouth Dockyard.
1760.	July 8.	Byron in the Bay of Chaleur.
1760.	Oct. 16.	*Boreas* takes *Sirène.*
1760.	Oct. 18.	*Lively* took *Valeur.*
1760.	Dec.	Loss of *Cumberland.*
1761.	Jan. 1.	Loss of *Newcastle* and *Queenborough* in East Indies.
1761.	Jan. 8.	*Unicorn* took *Vestale* (re-named *Flora*).
1761.	Jan. 14.	Capture of Pondicherry.
1761.	Jan. 23.	*Richmond* took *Felicité.*
1761.	Jan. 23.	*Minerva* took *Warwick.*
1761.	Jan. 30.	*Venus* and *Juno* took *Brune.*
1761.	Feb. 10.	Mahé surrendered.
1761.	Mar. 13.	*Vengeance* took *Entreprenant.*
1761.		*Albany* took *Faisan.*
1761.		Loss of the *Faisan* (re-named *Pheasant*), and all hands.
1761.	April.	Capture of Belleisle.
1761.	April 1.	*Isis* took *Oriflamme.*
1761.	June 4.	Capture of Dominica.
1761.	June 5.	Holmes captured *St. Anne.*
1761.	July.	Parker destroyed fortifications at Aix.
1761.	July 16.	*Thunderer* and *Thetis* took *Achille* and *Bouffon.*
1761.	Aug. 7.	Lord Anson in *Royal Charlotte* yacht hoisted the Union flag.
1761.	Aug. 13.	*Bellona* took *Courageux.*
1761.		*Blonde* took a large French ship.
1761.		Coppering ships' bottoms introduced.
1762.	Jan. 6.	*Venus* took *Boulogne.*
1762.	Feb. 16.	Capture of Martinique.
1762.		Loss of *Raisonnable.*
1762.	Mar. 7.	*Milford* took *Gloire.*
1762.	May.	Loss of *Hussar.*
1762.	May 21.	*Active* and *Favorite* took *Hermione* (rich prize).
1762.	June 2.	*Alarm* and *Echo* took *Thétis* and *Phénix.*
1762.	July 1.	Attack on Havana.
1762.	July 24.	Loss of *Chesterfield.*
1762.		Loss of the *Temple* and *Marlborough.*
1762.		*Fowey* took *Ventura.*
1762.	Aug. 13.	Havana capitulated.
1762.	Sept.	*Diana* and *Chester* with Dutch frigate.
1762.	Sept. 1.	*Lion* captured *Zephyre.*

1762.	Sept. 2.	*Æolus* destroyed *St. Joseph.*
1762.		*Terpsichore* took *Marquise de Marigny.*
1762.	Oct. 5.	Capture of Manila.
1762.	Oct. 23.	*Brune* took *Oiseau.*
1762.	Oct. 31.	*Panther* and *Argo* took *Saintissima Trinidada.*
1764.	July 3.	*Dolphin* and *Tamar* sailed on a voyage of discovery.
1766.	July 9.	*Dolphin* and *Tamar* returned from trip round the World.
1766.	Aug.	*Dolphin* and *Swallow* on a voyage of discovery. *Dolphin* returned May, 1768; *Swallow* March, 1769.
1768.	July.	*Endeavour* sailed on a voyage of discovery.
1769.	June.	A French Ship made to Salute in the Downs.
1770.	July.	Fire at Portsmouth Dockyard.
1772.	April 5.	*Resolution* and *Adventure* sailed on voyage of discovery.
1773.	June 2.	George III. reviewed the Fleet at Portsmouth.
1773.		The *Racehorse* and *Carcass* to the North Pole.
1775.		Loss of the *Pomona* and *Ferret.*
1775.		Capture of *Bolton* by American privateers.
1775.		Loss of *Savage.*
1776.	Jan. 1.	*Liverpool* and consorts burnt Norfolk, Virginia.
1776.	April 6.	*Glasgow* engaged American Squadron.
1776.	May.	Loss of *Actæon.*
1776.	May.	Bombardment of Charleston.
1776.	July.	Captain Cook's third voyage.
1776.	Sept.	Bombardment of New York.
1776.	Oct. 11.	Action on Lake Champlain.
1776.		*Repulse* lost with all hands, off Bermuda.
1776.	Dec. 7.	Fire in Portsmouth Dockyard.
1777.	May 18.	*Beaver* took *Oliver Cromwell.*
1777.	July.	*Fox* taken by *Hancock* and *Boston.*
1777.	Aug. 18.	*Rainbow* took *Hancock.*
1777.	Aug. 19.	*Flora* re-took *Fox.*
1777.	Sept. 4.	*Druid* attacked by an American frigate.
1777.	Sept. 22.	*Alert* took *Lexington.*
1777.	Oct. 22.	*Augusta* and *Merlin* blown up.
1778.	March 9.	*Ariadne* and *Ceres* took *Alfred.*
1778.	April 24.	King George visited Chatham and Sheerness.
1778.	May 2.	King George visited Portsmouth.
1778.		*Zephyr* captured by a French frigate.
1778.	June 17.	*Milford* took *Licorne.*
1778.		*Arethusa* engaged *Belle Poule.*
1778.	June 18.	*Foudroyant* and consorts captured *Pallas.*
1778.	July 8.	*Lively* taken by French Squadron.
1778.	July 8.	*Ostrich* took a French privateer.
1778.	July 27.	Keppel and d'Orvilliers off Brest.
1778.		*Fox* taken by *Junon.*
1778.		*Helena* taken by *Sensible.*
1778.	July 29.	*Kingfisher* captured by a French Squadron.
1778.	Aug. 9.	Lord Howe and d'Estaing off Rhode Island.
1778.	Aug. 16.	*Isis* engaged *César.*
1778.	Aug. 16.	Vernon and Tranjolly off Coromandel coast.
1778.	Aug. 21.	Pondicherry captured by Vernon.
1778.	Aug. 23.	*Sartine* taken by British Squadron.
1778.	Oct. 20.	*Jupiter* and *Medea* engaged a French ship.

1778. Nov. 4. *Maidstone* took *Lion.*
1778. Dec. 15. Barrington and d'Estaing at St. Lucia.
1779. Jan. 4. Savannah capitulated to the British.
1779. Jan. 30. *Weazel* taken by *Boudeuse.*
1779. Feb. Loss of *Arethusa.*
1779. Feb. 31. *Apollo* took *Oiseau.*
1779. Mar. 7. *Yarmouth* destroyed *Randolph.*
1779. Mar. 14. *Rattlesnake* took *Fénelon.*
1779. July 6. Byron and d'Estaing.
1779. Aug. 15. French and Spanish fleets off Plymouth.
1779. Aug. 16. *Ardent* captured by above fleet.
1779. Aug. 30. *Boreas* took *Compas.*
1779. Sept. *Experiment* taken by French Squadron.
1779. *Ariel* taken by *Amazone.*
1779. Sept. 14. *Pearl* took *Santa Monica.*
1779. Sept. 21. *Suffolk* and squadron took *Fortunée, Blanche* and *Elise.*
1779. Sept. 23. *Serapis* taken by *Bon Homme Richard.*
1779. Sept. 23. *Countess of Scarborough* taken by *Pallas*, &c.
1779. Oct. 6. *Quebec* and *Surveillante.*
1779. Oct. 15. *Charon* and squadron surprised Fort Omoa.
1779. *Ruby, Æolus* and *Jamaica* took *Prudente.*
1779. Oct. 24. *Proserpine* took *Alcmène.*
1779. Nov. 11. *Tartar* took *Santa Margaritta.*
1779. Nov. 21. *Hussar* took *N. S. del Buen Confegio.*
1779. Dec. 12. *Salisbury* took *San Carlos.*
1779. *Glasgow* burnt.
1779. Dec. 18. Parker and de la Motte off Fort Royal.
1780. Jan. 2. Capt. Fielding exacted the right of search from Count Bylandt.
1780. Jan. 16. Rodney defeated de Langara off Cape St. Vincent.
1780. Mar. 13. *Alexander* and *Courageux* took *Monsieur.*
1780. Mar. 20. Cornwallis chased by La Motte Piquet off St. Domingo.
1780. Apr. 17. Rodney engaged de Guichen in the West Indies.
1780. May 11. Capture of Charleston.
1780. May 19. Rodney engaged de Guichen in the West Indies.
1780. July 1. *Romney* took *Artois.*
1780. July 4. *Prudente* and *Licorne* took *Capricieuse.*
1780. July 6. *Romney* took *Perle.*
1780. July 14. *Nonsuch* destroyed a frigate and took *Belle Poule.*
1780. Aug. 10. *Flora* took *Nymphe.*
1780. Aug. 12. *Bienfaisant* took *Comte d'Artois.*
1780. Sept. 12. *Vestal* took *Phœnix.*
1780. Sept. 30. *Pearl* took *Espérance.*
1780. Oct. 2. *Stirling Castle, Thunderer, Phœnix, Deal Castle*, and *Endeavour* lost.
1780. Oct. 10. *Laurel, Scarborough, Andromeda*, and *Blanche* lost in the West Indies.
1780. Nov. *Sartine* lost off Mangalore.
1780. Nov. 2. *Zephyr* took *Sénégal*, late *Racehorse.*
1780. Dec. *Bellona* took *Princess Caroline.*
1781. Jan. *Warwick* took *Rotterdam.*
1781. Jan. 4. *Courageux* and *Alexander* took *Minerve.*
1781. Jan. 23. *Culloden* lost on Long Island.

1781.	Jan. 29.	Wilmington surrendered to the *Blonde* and consorts.
1781.	Feb. 3.	St. Eustatia taken by Rodney.
1781.		*Monarch* took *Mars* and Dutch convoy.
1781.	Mar.	*Cerberus* took *Grana.*
1781.	Mar. 16.	Arbuthnot engaged de Terney.
1781.	Apr. 16.	Johnstone attacked by Suffren in Porto Praya Bay.
1781.	Apr. 20.	*Resource* re-took *Unicorn.*
1781.	Apr. 29.	Hood engaged De Grasse off Martinique.
1781.	May 2.	*Canada* took *Santa Leocadia.*
1781.	May. 8.	*Mentor* and *Port Royal* captured by the Spaniards.
1781.	May 14.	*Nonsuch*, 64, engaged *Actif*, 74.
1781.	May 28.	*Atalanta* and *Trepassey* taken by American frigate *Alliance.*
1781.	May 30.	*Crescent* taken by *Brielle*, but re-taken by *Flora.*
1781.	May 30.	*Flora* took *Castor.*
1781.	June 20.	*Castor* and *Crescent* taken by the Dutch.
1781.	July 16.	*Charleston*, *Allegiance*, and *Vulture* engaged *Astrée* and *Hermione.*
1781.	Aug.	*Southampton* engaged *Surveillante.*
1781.	Aug. 1.	*Pelican* lost off Morant Keys.
1781.	Aug 5.	Hyde Parker engaged Zoutman on the Dogger Bank.
1781.	Aug. 7.	*Medea* took *Belisarius.*
1781.	Aug. 9.	*Isis* took *Trumbull.*
1781.	Aug. 17.	George III. visited the fleet at the Nore.
1781.	Aug. 26.	*Richmond* and *Isis* taken by the French.
1781.	Sept. 5.	Graves engaged De Grasse off the Chesapeake.
1781.	Sept. 6.	*Savage*, 14, taken by *Congress*, 20.
1781.		*Chatham* took *Magicienne.*
1781.	Oct. 26.	*Hannibal* took *Neckar.*
1782.	Jan.	*Hannibal* and *Chafer* captured by the French.
1782.	Jan. 25 etc.	Hood thrice attacked by De Grasse off Basse Terre.
1782.	Feb. 17.	Hughes engaged Suffren in the East Indies.
1782.	Mar. 16.	*Success* took *Santa Catalina.*
1782.	Apr. 12.	Rodney defeated De Grasse off Martinique.
1782.	Apr. 12.	Hughes engaged Suffren (2nd action).
1782.	Apr. 21.	*Foudroyant* took *Pégase.*
1782.	Apr. 23.	*Queen* took *Actionnaire.*
1782.	July 5.	Hughes engaged Suffren (3rd action).
1782.	July 29.	*Santa Margaritta* took *Amazone.*
1782.	Aug. 29.	Loss of *Royal George*, which foundered at Spithead.
1782.	Sept.	Loss of prizes *Ville de Paris*, *Glorieux*, and *Hector.*
1782.	Sept.	Loss of *Centaur* and *Ramillies*, off Newfoundland.
1782.	Sept. 2.	*Duc de Chartres* took *Aigle*, 22, French frigate.
1782.	Sept. 3.	Hughes engaged Suffren (4th action).
1782.	Sept. 4.	*Rainbow* took *Hébé.*
1782.	Sept. 11.	*Warwick* and *Lion* took *Aigle*, 40, French frigate.
1782.	Sept. 13.	Grand attack upon Gibraltar by the Spaniards.
1782.	Oct. 9.	*London* and *Torbay* engaged *Scipion*, which was run ashore.
1782.		*Diamond* took *Magdalena*, Dutch armed ship.
1782.		*Alligator* taken by *Fée.*
1782.	Oct. 11.	Gibraltar relieved by Lord Howe.
1782.	Nov.	*Ruby* captured *Solitaire.*
1782.	Dec. 12.	*Mediator* took *Alexander.*
1782.	Dec. 12.	*Mediator* took *Menagère.*
1782.	Dec. 23.	*Diomede* took *South Carolina.*

1782.		Loss of the *Blonde.*
1782.		*Solebay* burnt to save her from capture.
1783.	Jan.	*Leander* engaged a French 74.
1783.	Jan.	*Argo* taken by *Nymphe* and *Amphitrite.*
1783.	Feb.	*Hussar* took *Sybille.*
1783.	Feb.	*St. Albans* took *Concorde.*
1783.		*Fox* took *Santa Catalina.*
1783.	Mar. 2.	*Resistance* took *Coquette.*
1783.	June 20.	Hughes engaged Suffren (5th action).
1783.	Nov. 5.	Loss of *Superbe* off Tellicherry.
1784.	July 30.	*Antelope* lost off Jamaica.
1784.	Aug. 8.	First mention of "Wardroom."
1785.	Oct. 6.	Loss of *Rambler* in Leigh Roads.
1787.	May 13.	*Sirius*, *Supply*, and transports sailed for New South Wales.
1787.	Dec. 23.	*Bounty* sailed. (Mutiny, Ap. 28, 1790).
1789.	July 9.	Royal Visit to Portland Roads.
1789.	Aug. 18.	Royal Visit to Plymouth Sound.
1789.	Dec. 24.	Loss of the *Guardian.*
1790.		Vancouver's Expedition in the *Discovery.*
1791.	Aug. 16.	Loss of *Pandora.*
1791.	Nov.	*Phœnix* took *Résolu.*
1792.	Sept. 12.	Trial of some of the *Bounty* mutineers at Portsmouth.
1793.	Feb. 2.	War declared by France against Great Britain.
1793.	Mar. 13.	*Scourge* captured *Sans Culotte.*
1793.	Mar. 15.	*Syren*, &c., engaged batteries at Moordyke.
1793.	Apr. 14.	*Phaeton* captured *General Dumourier.*
1793.	May 13.	*Iris* engaged *Citoyenne Française.*
1793.	May 27.	*Venus* engaged *Semillante.*
1793.	May 27.	*Hyæna* taken by French squadron.
1793.	June 18.	*Nymphe* captured *Cléopatre.*
1793.	July 31.	*Boston* engaged *Embuscade.*
1793.	Aug. to Dec.	Operations under Lord Hood at Toulon.
1793.	Sept.	*Lowestoft* captured a tower at Mortella, Corsica.
1793.	Oct. 1.	*Ardent*, &c., at Tornelli and San Fiorinzo, Corsica.
1793.	Oct. 5.	*Bedford* and *Speedy* captured *Modeste*, &c.
1793.	Oct. 12.	Boats of *Captain* captured *Impérieuse.*
1793.	Oct. 20.	*Crescent* captured *Réunion.*
1793.	Oct. 22.	*Agamemnon* engaged French frigates.
1793.	Oct. 24.	*Thames* engaged *Uranie.*
1793.	Oct. 31.	*Quebec*, &c., attacked Ostend and Nieuport.
1793.	Nov. 18.	*Latona* engaged *Tigre* and *Jean Bart.*
1793.	Nov. 25.	*Penelope* and *Iphigenia* captured *Inconstante.*
1794.	Jan. 11.	*Juno*, having unwarily entered Toulon, escaped.
1794.	Jan. 12.	*Sphinx* captured *Trompeuse.*
1794.	Jan. 22.	*Britannia* and *Nonsuch* captured *Vengeur* and *Résolu.*
1794.	Jan. 25.	*Houghton* and *Nonsuch* engaged *Cybèle.*
1794.	Feb. 8.	*Fortitude* and *Juno* captured Mortella, Corsica.
1794.	Feb. 17.	*Alcide* and squadron captured Fornelli, Corsica.
1794.	Feb. 19.	*Alcide* and squadron captured *Minerve.*
1794.	Feb. and Mar.	Operations at, and capture of, Martinique.
1794.	Apr. 4.	Capitulation of St. Lucia.
1794.	Apr. 10.	Capture of the Saintes.

1794.	Apr. and May.	Bombardment and capture of Bastia.
1794.	Apr. 11 and 12.	*Winchelsea* at Guadaloupe.
1794.	Apr. 23.	*Arethusa*, &c., captured *Pomone* and *Babet*.
1794.	May 5.	*Orpheus* captured *Duguay-Trouin*.
1794.	May 5 to 7.	*Swiftsure* captured *Atalante*.
1794.	May 29.	*Carysfort* captured *Castor*.
1794.	May 29 to June 1	Howe's Victory off Ushant.
1794.	June 1.	*Irresistible* and Squadron took Fort Brissoton, P. au Prince.
1794.	June 8.	*Crescent* and *Druid* engaged French squadron.
1794.	June 11.	*Dido* engaged Squadron, &c., in Gourjeau Bay.
1794.	June 17.	*Romney* captured *Sybille*.
1794.	June to Aug.	*Victory* and *Agamemnon* at Calvi.
1794.	June to Dec.	Unsuccessful operations at Guadaloupe.
1794.	Aug. 23.	Squadron destroyed *Volontaire*.
1794.	Aug. 23.	*Flora* and *Arethusa* destroyed *Filicité*, *Espion*, and *Alerte*.
1794.	Oct. 21.	*Artois* captured *Revolutionnaire*.
1794.	Oct. 22.	*Centurion* and *Diomede* engaged French squadron.
1794.	Nov. 6.	*Canada* and *Alexander* (taken) engaged French squadron.
1794.	Dec. 30.	*Blanche* attacked Desirade and captured schooner.
1795.	Jan. 3 to 7.	*Diamond* reconnoitred Brest.
1795.	Jan. 4.	*Blanche* captured *Pique* off Dominica.
1795.	Jan. to June.	*Blanche* and Squadron at St. Lucia, Grenada, &c.
1795.	Mar. 7.	*Berwick* captured by French fleet.
1795.	Mar. 13.	*Lively* captured *Tourterelle*.
1795.	Mar. 14.	Hotham's victory off Genoa; capture of two sail of the line.
1795.	Mar. 29.	*Cerberus* captured *Jean Bart*.
1795.	Apr. 10.	*Astræa* captured *Gloire*.
1795.	Apr. 11.	*Hannibal* captured *Gentille*.
1795.	May 9.	*Melampus* and squadron in Gourville Bay.
1795.	May 17.	*Thetis* and *Hussar* captured *Raison* and *Prévoyante*.
1795.	May 25.	*Thorn* captured *Courier National* in the West Indies.
1795.	June 8.	*Kingfisher*, &c., engaged a French convoy.
1795.	June 9.	*Mosquito* captured a privateer.
1795.	June 17.	Cornwallis's Retreat.
1795.	June 23.	Bridport's Victory off L'Orient.
1795.	June 24.	*Dido* and *Lowestoft* engaged *Minerve* and *Artemise*.
1795.	June to Dec.	Royal Marines at Quiberon.
1795.	July 3.	*Melampus* and *Hebe* captured *Vésuve*, &c.
1795.	July 12.	Action off Hyères; *Cumberland* captured *Alcide*.
1795.	Aug. to Oct.	Operations, under Commodore Rainier, at Ceylon.
1795.	Aug. to Dec.	Capture of Malacca, Chinsura, and Cochin.
1795.	Aug.	Capture of Cape Colony by Elphinstone.

1795.	Aug. 22.	Engagement of *Iris* and consorts with Dutch frigates.
1795.	Aug. 25.	*Spider*, cutter, captured a brig.
1795.	Aug. 26.	Cutting-out exploits at Alassio and Lanqueglia Bays.
1795.	Sept. 28.	*Rose* captured a privateer and sank another.
1795.	Sept. 29.	*Southampton* engaged *Vestale.*
1795.	Oct. 7.	Action off St. Vincent. *Censeur* captured by the French.
1795.	Oct. 10.	*Mermaid* captured *Brutus.*
1795.	Oct. 13.	*Mermaid* captured *Republicaine.*
1795.	Oct. 14.	*Melampus* and *Latona* engaged batteries at Groix.
1795.	Oct. 15.	*Melampus* and consorts engaged *Tortue* and *Néréide.*
1796.	Feb. 15.	Ceylon capitulated without resistance.
1796.	Feb. 16.	Amboyna capitulated.
1796.	Mar. 8.	*Orpheus* engaged Banda batteries: Banda Isles taken.
1796.	Mar. 9.	Boats of *Barfleur*, &c., re-captured vessels at Tunis.
1796.	Mar. 10.	*Phaeton*, &c., captured *Bonne Citoyenne.*
1796.	Mar. 17.	*Diamond*, &c., engaged at Port Spergni.
1796.	Mar. 20.	*Anson* and consorts engaged wsth French convoy.
1796.	Mar. 21.	*Leviathan* and squadron bombarded Léogane.
1796.	Apr. 13.	*Révolutionnaire* captured *Unité* off Ushant.
1796.	Apr. 17.	Boats of *Diamond* captured *Vengeur.*
1796.	Apr. 20.	*Indefatigable* captured *Virginie.*
1796.	Apr. 20.	*Inconstant* captured *Unité* in the Mediterranean.
1796.	Apr. 25.	*Agamemnon* and squadron captured French vessels at Finale.
1796.	Apr. 27.	*Niger* and boats destroyed *Ecureuil.*
1796.	Apr. and May.	Operations resulting in capitulation of Barbados.
1796.	Apr. 30.	*Agamemnon* and squadron captured six vessels at Oneglia.
1796.	May 4.	*Spencer* captured *Volcan.*
1796.	May 12.	*Phœnix* captured *Argo.*
1796.	May 27.	*Suffisante* captured *Revanche.*
1796.	June 8.	*Unicorn* and *Sta. Margaritta* captured *Tribune* and *Tamise.*
1796.	June 8 to 11.	*Arethusa*, &c., captured island of St. Vincent.
1796.	June	*Mermaid* and squadron captured Grenada.
1796.	June 9.	*Southampton* captured *Utile.*
1796.	June 13.	*Dryad* captured *Proserpine.*
1796.	June 27.	*Inconstant* saved British residents, &c., at Leghorn.
1796.	July 7.	*Quebec* and convoy engaged two French frigates.
1796.	July 10.	*Captain* seized Porto Ferrajo.
1796.	July 15.	*Glatton* engaged French Squadron off Flanders.
1796.	July 22, 23.	*Amiable* engaged *Pensée*, which escaped.
1796.	Aug. 8.	*Mermaid* engaged *Vengeance* and batteries.
1796.	Aug. 17.	Surrender of Dutch Squadron at Simon's Bay.
1796.	Aug. 22, 23.	*Galatea*, &c., destroyed *Andromaque.*
1796.	Aug. 25.	*Raison* engaged *Vengeance.*
1796.	Aug. 28.	*Topaze* captured *Elizabeth.*
1796.	Sept. 9.	*Arrogant* and *Victorious* engaged six French frigates.
1796.	Sept. 23.	*Pelican* engaged *Medée.*
1796.	Oct. 13.	*Terpsichore* captured *Mahonesa.*
1796.	Oct. and Nov.	Corsica re-taken by the French.

1796.	Oct. 24.	*Sta. Margaritta* captured *Buonaparte.*
1796.	Oct. 25.	*Sta. Magaritta* captured *Vengeur* and prize.
1796.	Dec. 2.	*Crescent* and *Sphinx* at Foul Point, Madagascar.
1796.	Dec. 2.	*Hazard* captured *Musette.*
1796.	Dec. 3.	*Lapwing* captured *Décieux* and destroyed *Vaillante.*
1796.	Dec. 12.	*Terpsichore* captured *Vestale.*
1796.	Dec. 19.	*Minerve* captured *Santa Sabina.*
1796.	Dec. 19.	*Blanche* engaged *Ceres.*
1797.	Jan. 8.	*Indefatigable* and *Amazon* destroyed *Droits de l'Homme.*
1797.	Jan. 31.	*Andromache* captured an Algerine corsair.
1797.	Feb. 14.	Sir John Jervis's Victory off Cape St. Vincent.
1797.	Feb. 17, 18.	Trinidad surrendered without resistance.
1797.	Feb. 28.	*Terpsichore* engaged *Santissima Trinidada.*
1797.	Mar. 9.	*San Fiorenzo* and *Nymphe* captured *Résistance* and *Constance.*
1797.	Mar. 13.	*Viper* captured *Virgen Maria del Carmen.*
1797.	Mar. 13.	*Plymouth* captured *Amitié.*
1797.	Mar. 22, 23.	*Hermione* destroyed vessels at Porto Rico.
1797.	Mar. 29.	*Kingfisher* captured *Général.*
1797.	Apr. 1.	*Hazard* captured *Hardi.*
1797.	Apr. 6.	Boats of *Magicienne* and *Regulus* at St. Domingo.
1797.	Apr. 16.	*Thunderer* and *Valiant* destroyed *Harmonie.*
1797.	Apr. 20.	Cutting out affair at Port au Paix.
1797.	Apr. 22.	*Magicienne, Regulus,* and *Fortune* at Carcasse Bay.
1797.	Apr. 26.	*Irresistible* and *Emerald* captured two Spanish frigates.
1797.	May 20.	*Oiseau* engaged a Spanish frigate.
1797.	May 29.	Boats of *Lively* and *Minerve* cut out *Mutine.*
1797.	July 3 to 5.	Cadiz bombarded by Nelson.
1797.	July 16.	*Anson* and *Sylph* destroyed *Calliope,* &c.
1797.	July 22 to 24.	Attack on Santa Cruz by Nelson.
1797.	Aug. 10.	*Arethusa* captured *Gaîté.*
1797.	Aug. 11.	*Sylphe* and consorts destroyed gunboats at Sable d'Olonne.
1797.	Aug. 15.	*Alexandrian* captured *Coq.*
1797.	Aug. 21.	*Penguin* captured two French brigs.
1797.	Aug. 27.	*Jason* and *Triton* captured part of a French convoy.
1797.	Aug. 28.	*Pomone* destroyed *Petit Diable.*
1797.	Sept. 17.	*Pelican* destroyed *Trompeur.*
1797.	Oct. 4.	*Alexandrian* captured *Epicharis.*
1797.	Oct. 11.	Duncan's Victory off Camperdown.
1797.	Oct. 25.	*Indefatigable* captured *Hyène.*
1797.	Nov. 12.	*Cerberus* captured *Epervier.*
1797.	Nov. 13.	Boats of *Fairy* captured *Epervier,* a lugger.
1797.	Nov. 14.	*Cerberus* captured *Renard.*
1797.	Dec. 20.	*Growler* captured by two French privateers.
1797.	Dec. 21.	*Phœbe* captured *Néréide.*
1797.	Dec. 29.	*Anson* captured *Daphné.*
1798.	Jan. 3.	*George* taken by Spanish privateers.
1798.	Jan. 5.	*Pomone* sank *Chéri.*
1798.	Jan. 8.	*Kingfisher* captured *Betsy*
1798.	Jan. 14.	*Sibylle* and *Fox* at Caista Roads, Manilla.

1798.	Jan. 16.	Boats of *Babet* captured *Désirée.*
1798.	Jan. 22.	*Sibylle* and *Fox* at Samboangon.
1798.	Jan. 23.	*Melampus* captured *Volage.*
1798.	Feb. 3.	*Speedy* engaged *Papillon.*
1798.	Feb. 16.	Boats of *Alfred* captured *Scipion.*
1798.	Feb. 25.	*Marquis of Coburg* sunk *Révanche.*
1798.	Mar. 22 to 23.	*Phaeton, Canada,* and *Anson* engaged *Charente.*
1798.	Apr. 8 to 9.	*Diamond* and *Hydra* in Caen River.
1798.	Apr. 17.	*Recovery* captured *Revanche.*
1798.	Apr. 21.	*Mars* captured *Hercule.*
1798.	Apr. 24.	*Pearl* engaged two French frigates.
1798.	May 5.	*Badger* and *Sandfly* repulsed 52 gun brigs at Marcon.
1798.	May 7.	*Victorieuse* captured *Brutus.*
1798.	May 13.	Boats of *Flora* cut out *Mondovi.*
1798.	May 19.	Disembarkation at Ostend.
1798.	May 30 to 31.	*Hydra* and consorts destroyed *Confiante.*
1798.	June 16.	Boats of *Aurora* destroyed two vessels.
1798.	June 19.	*Aurora* engaged off Adeira.
1798.	June 22.	*Aurora* destroyed a corvette.
1798.	June 26 to 27.	*Seahorse* captured *Sensible.*
1798.	June 29.	*Pique* and *Jason* captured *Seine.*
1798.	July 11.	Boats of *Regulus* captured three vessels.
1798.	July 15.	*Lion* captured *Santa Dorotea.*
1798.	July 26.	*Brilliant* engaged *Vertu* and *Régénérée.*
1798.	Aug. 1 to 3.	Nelson's Victory of the Nile.
1798.	Aug. 4.	Boats of *Melpomene* and *Childess* captured *Aventurier.*
1798.	Aug. 7.	*Espoir* captured *Liguria.*
1798.	Aug. 7.	*Indefatigable* captured *Vaillante.*
1798.	Aug. 12.	*Hazard* captured *Neptune.*
1798.	Aug. 18.	*Leander* captured by *Généreux.*
1798.	Aug. 22.	*Naiad* and *Magnanime* captured *Décade.*
1798.	Sept. 7.	*Phaeton* and *Anson* captured *Flore.*
1798.	Oct. 12 to 14.	Warren's Victory off Ireland.
1798.	Oct. 16.	*Kangaroo* engaged *Loire.*
1798.	Oct. 17.	*Mermaid* engaged *Loire.*
1798.	Oct. 18.	*Anson* and *Kangaroo* captured *Loire.*
1798.	Oct. 20.	*Fisgard* captured *Immortalité.*
1798.	Oct. 24.	*Sirius* captured *Furie* and *Waakzamheid.*
1798.	Oct. 28 to 29	*Cæsar* and consorts engaged four French frigates.
1798.	Nov. 7 to 14.	Reduction of Minorca.
1798.	Dec. 3.	*Victorieuse* and consorts at Trinidad.
1798.	Dec. 7.	*Perdrix* captured *Armée d'Italie.*
1798.	Dec. 14.	*Ambuscade* captured by *Bayonnaise.*
1799.	Jan. 4.	*Wolverine* engaged *Rusé* and *Furet.*

1799.	Feb. 3 to 22.	*Bulldog* and *Perseus* bombarded Alexandria.
1799.	Feb. 6.	*Argo* captured *Santa Teresa.*
1799.	Feb. 9.	*Dædalus* captured *Prudente.*
1799.	Feb. 22.	*Espoir* engaged Spanish flotilla and captured *Africa.*
1799.	Feb. 28.	*Sybille* captured *Forte.*
1799.	Mar. to May.	*Tigre*, *Theseus* and *Alliance* at Acre.
1799.	Mar. 18.	*Telegraph* captured *Hirondelle.*
1799.	Mar. 30.	*Sparrow* and *Trent* at Porto Rico.
1799.	April 9.	*San Fiorenzo* and *Amelia* engaged three French frigates.
1799.	April 13.	*Amaranthe* captured *Vengeur.*
1799.	May 4.	*Fortune* and gunboats captured by *Salamine.*
1799.	May 12.	*Courier* engaged a French privateer.
1799.	June 9.	Boats of *Success* cut out *Belle Aurore.*
1799.	June 26.	*Alcmène* captured *Courageux.*
1799.	July 18.	*Alcmène* and boats captured two Spanish vessels.
1799.	Aug. 9.	*Speedy* and boats captured Spanish armed vessel.
1799.	Aug 11 and 12.	Attack on Schiermonikoog.
1799.	Aug. 13 to 30.	Operations in the Texel.
1799.	Aug. 14.	*Fox*, *Dædalus* and boats destroyed Kosseir.
1799.	Aug. 19.	Surinam taken.
1799.	Aug. 20.	*Clyde* captured *Vestale.*
1799.	Aug. 26.	*Tamar* captured *Républicaine.*
1799.	Sept. 13.	*Arrow* and *Wolverine* captured *Draak* and *Gier.*
1799.	Sept. 20.	*Camel* and *Rattlesnake* engaged *Preneuse.*
1799.	Oct. 3.	*Speedy* chased Spanish coasters on shore.
1799.	Oct. 5.	*Ferret* engaged Spanish privateer.
1799.	Oct. 10 and 11.	*Jupiter* engaged *Preneuse.*
1799.	Oct. 11.	Operations in West Friesland.
1799.	Oct. 12.	*Trincomalee* engaged *Iphigénie*; both sank.
1799.	Oct. 15.	*Ethalion* captured *Thétis.*
1799.	Oct. 17.	Boats of *Echo* cut out *Buonaparte.*
1799.	Oct. 17.	*Triton* and consorts captured *Santa Brigida.*
1799.	Oct. 20.	*Cerberus* engaged five Spanish frigates.
1799.	Oct. 24.	*Orpheus* captured *Zeelast* and *Zeevraght.*
1799.	Oct. 25.	Boats of *Surprise* cut out *Hermione.*
1799.	Oct. 29 to 31.	Boats of *Tigre* engaged off Damietta.
1799.	Nov. 6.	*Speedy* engaged twelve Spanish vessels.
1799.	Nov. 22.	*Courier* captured *Guerrière.*
1799.	Nov. 24.	*Solebay* captured *Egyptienne* and three others.
1799.	Dec. 3.	*Racoon* captured *Intrépide.*
1799.	Dec. 11.	*Tremendous* and *Adamant* destroyed *Preneuse.*
1799.	Dec. 17.	*Amiable* engaged *Sirène* and *Bergère.*
1799.	Dec. 20.	Boats of *Queen Charlotte* re-captured *Lady Nelson.*
1799.	Dec. 26.	*Viper* captured *Furet.*
1799.	Dec. 24 to 30.	*Tigre* took *El Arisch.*
1800.	Feb. 5.	*Fairy* and *Harpy* engaged *Pallas.*

1800.	Feb. 6.	*Loire* and consorts captured *Pallas.*
1800.	Feb. 18.	*Alexander* and *Success* captured *Généreux* and transports.
1800.	Mar. 2.	*Néréide* captured *Vengeance.*
1800.	Mar. 5.	*Phœbe* captured *Heureux.*
1800.	Mar. 21.	*Petrel* captured *Ligurienne.*
1800.	Mar. 30.	*Penelope* and consorts captured *Guillaume Tell.*
1800.	Ap. 6.	*Emerald* captured a Spanish ship.
1800.	Ap. 7.	Boats of *Leviathan* and *Emerald* captured *Los Ingleses.*
1800.	Ap. 7.	*Leviathan* and *Emerald* captured *Carmen* and *Florentina.*
1800.	Ap. 12.	Boats of *Calypso* cut out *Diligente.*
1800.	Ap. 21.	*Lark* engaged a French privateer.
1800.	Ap. and May.	Blockade and surrender of Savona.
1800.	Ap. 25.	*Lark* and boats captured *Imprenable.*
1800.	Ap. to June.	Blockade of Genoa.
1800.	May 21.	Boats of *Minotaur*, &c., cut out a galley.
1800.	June 4.	*Thames* and *Cynthia* attacked Quiberon.
1800.	June 6.	*Impétueux* and consorts at Morbihan.
1800.	June 11.	Boats of *Renown* and consorts cut out *Nochette* and others.
1800.	June 23.	Storming of forts at Quimper.
1800.	July 1.	Boats of *Renown* and consorts at Noirmontier.
1800.	July 8.	Capture of *Desirée*, &c., at Dunkirk.
1800.	July 25.	*Nemesis* and *Arrow* captured *Freya.*
1800.	July 29.	Boats of *Impétueux*, &c., captured *Cerbère.*
1800.	Aug. 4.	*Belliqueux* captured *Concorde.*
1800.	Aug. 20 and 21.	*Seine* captured *Vengeance.*
1800.	Aug. 24.	*Success* captured *Diane.*
1800.	Aug. 25.	*Impétueux*, &c., engaged Ferrol Forts.
1800.	Aug. 29.	Boats of squadron cut out *Guêpe.*
1800.	Sept. 3.	Boats of *Minotaur* and *Niger* cut out *Paz* and *Esmeralda.*
1800.	Sept. 5.	Malta capitulated.
1800.	Sept. 11.	Curaçoa capitulated.
1800.	Sept.	*Active* engaged at Amsterdam, Curaçoa.
1800.	Oct. 8.	*Gipsy* captured *Quid pro Quo.*
1800.	Oct. 27.	Boats of *Phaeton* cut out *San Josef.*
1800.	Nov. 7.	*Netley* captured *San Miguel.*
1800.	Nov. 13.	*Milbrook* captured *Bellone* which afterwards escaped.
1800.	Nov. 17.	Boats of squadron destroyed *Réolaise.*
1800.	Dec. 7.	*Nile* and *Lurcher* captured a convoy.
1800.	Dec. 10.	*Admiral Pasley* captured by Spanish gun-vessels.
1801.	Jan. 3.	Boats of *Melpomene* cut out *Sénégal.*
1801.	Jan. 6.	Boats of *Mercury* captured French convoy of fifteen sail.
1801.	Jan. 9.	*Constitution* captured by two French cutters.
1801.	Jan. 9.	*Constitution* re-captured by *Harpy* and *Greyhound.*
1801.	Jan. 16 and 17.	*Garland* and consorts captured *Eclair*, &c.
1801.	Jan. 20.	*Mercury* captured *Sans Pareil.*
1801.	Jan. 23.	*Active's* company in a Spanish prize captured *Sta. Maria.*
1801.	Jan. 27.	*Ossian* and *Sirius* captured *Dédaigneux.*
1801.	Jan. 27.	*Concorde* engaged *Bravoure.*
1801.	Jan. 29.	*Bordelais* sunk *Curieux.*

1801.	Feb. 13.	*Success* captured by French squadron.	
1801.	Feb. 18.	*Penguin* engaged French vessels.	
1801.	Feb. 19.	Capture of *Africaine.*	
1801.	Mar. 2.	Capture of *Bienvenue.*	
1801.	Mar. 8 and 9.	Disembarkation in Egypt.	Naval Brigade Ashore.
1801.	Mar. 13.	French defeated near Alexandria.	
1801.	Mar. 21.	French defeated at Canopus.	
1801.	Aug. 18 to 21.	Marabou Island surrendered.	
1801.	Sept. 2.	Alexandria surrendered.	
1801.	Mar. 20.	St. Bartholomew capitulated.	
1801.	Mar. 22.	*Andromache* and *Cleopatra* at Cuba.	
1801.	Mar. 24.	St. Martin, W. Indies, surrendered.	
1801.	Mar. 29.	St. Thomas and St. John, W. Indies, capitulated.	
1801.	Mar. 30.	British Fleet forced the Sound.	
1801.	Mar. 31.	Santa Cruz, W. Indies, surrendered.	
1801.	Apr. 2.	Battle of Copenhagen.	
1801.	Apr. 3.	Boats of *Trent* captured French prize.	
1801.	Apr. 16.	St. Eustatius, W. Indies, seized.	
1801.	Apr. 19.	*Sibylle* captured *Chiffonne.*	
1801.	May 6.	*Speedy* captured *Gamo.*	
1801.	May 25.	Boats of *Mercury* re-took *Bulldog.*	
1801.	June 9.	*Kangaroo* and *Speedy* destroyed gunboats, &c.	
1801.	June 28.	Boats of *Mercury* and *Corso* captured *Tigre.*	
1801.	June 24.	*Swiftsure* captured by *Dix Août*, &c.	
1801.	July 3.	*Speedy* captured by French squadron.	
1801.	July 6.	Action off Algeciras. Loss of *Hannibal.*	
1801.	July 12.	Saumarez's action off Gibraltar.	
1801.	July 21.	Cutting out of *Chevrette.*	
1801.	July 21.	*Pasley* engaged a 22 gun xebec.	
1801.	July 31.	*Sylph* engaged a French frigate.	
1801.	Aug. 3.	*Pomone* captured *Carrière.*	
1801.	Aug.	Nelson's operations at Boulogne.	
1801.	Aug. 10.	Boats of *Atalante* captured *Eveillé.*	
1801.	Aug. 20.	Cutting-out operations at Corunna.	
1801.	Aug. 21.	Cutting-out operations at Etaples.	
1801.	Sept. 2 to 6.	*Victor* destroyed a French corvette.	
1801.	Sept. 2.	*Minerve* and *Pomone* took *Succés* and destroyed *Bravoure.*	
1801.	Sept. 8.	*Sylph* engaged *Artémise.*	
1801.	Sept. 13.	*Lark* captured *Esperanza.*	
1801.	Sept. 13.	Attack on Porto Ferrajo.	
1801.	Oct. 28.	*Pasley* captured *Rosario.*	
1803.	May 18.	*Doris* captured *Affronteur.*	
1803.	May 28.	*Minotaur* captured *Franchise.*	
1803.	June 14.	*Immortalité* and consorts cut out *Inabordable* and *Commode.*	
1803.	June 21 to 22.	*Centaur* and consorts took *Morne Fortunée.*	
1803.	June 25.	*Endymion* captured *Bacchante.*	
1803.	June 27.	Boats of *Loire* captured *Venteux.*	
1803.	June 28.	*Goliath* captured *Mignonne.*	
1803.	June 28.	*Hercule* engaged *Poursuivante.*	

1803.	June 30.	*Vanguard* and *Cumberland* captured *Créole.*
1803.	June 30.	Capture of Tobago.
1803.	July 2.	*Minerve* captured off Cherbourg.
1803.	July 4.	Boats of *Naiad* cut out *Providence.*
1803.	July 11.	*Racoon* captured *Lodi.*
1803.	July 25.	*Vanguard* and *Tartar* captured *Duquesne.*
1803.	Aug. 1.	Boats of *Hydra* captured *Favori.*
1803.	Aug. 14.	*Racoon* captured *Petite Fille*, *Amélie*, and *Jeune Adèle.*
1803.	Aug. 17.	*Racoon* destroyed *Mutine.*
1803.	Aug. 25.	*Seagull* and *Colossus* captured *Lord Nelson* (late British).
1803.	Aug. 31.	*Boadicea* engaged *Duguay-Trouin* and *Guerrière.*
1803.	Sept. 9.	Boats of *Sheerness* captured two chasse-marées.
1803.	Sept. 13 to 15.	*Cerberus* and consorts at Granville.
1803.	Sept. 14.	Dieppe bombarded by *Immortalité* and consorts.
1803.	Sept. 20.	*Princess Augusta* repulsed *Union* and *Wraak.*
1803.	Sept. 27.	Calais bombarded by *Autumn* and consorts.
1803.	Sept. 29.	Boats of *Antelope* in the Texel.
1803.	Sept.	Demerara, Essequibo, and Berbice surrendered.
1803.	Sept. 29.	*Leda* drove ashore 23 gun-vessels.
1803.	Oct. 9.	Boats of *Atalante* cut out two French vessels.
1803.	Oct. 26.	Boats of *Osprey* captured *Ressource.*
1803.	Oct. 27.	*Milbrook* and boats destroyed *Sept Frères.*
1803.	Oct. 31.	*Admiral Mitchell* drove ashore a French gun-brig.
1803.	Nov. 4.	Launch of *Blanche* cut out a French schooner.
1803.	Nov. 4.	Boats of *Blanche* cut out *Albion.*
1803.	Nov. 6.	Cutter of *Blanche* captured a French trooper.
1803.	Nov. 14.	Boats of *Blenheim* and *Drake* captured *Harmonie* and stormed forts.
1803.	Nov. 30.	Capture of Cape François and *Surveillante* and *Clorinde.*
1803.	Dec. 16.	*Merlin* destroyed the grounded British frigate *Shannon.*
1804.	Jan.-Feb.	Operations at Curaçoa.
1804.	Feb. 4.	Boats of *Centaur* cut out *Curieux.*
1804.	Feb. 5.	*Eclair* engaged *Grand Décidé.*
1804.	Feb. 19.	Boats of *Drake* cut out a schooner at Martinique.
1804.	Feb. 20.	*Active* engaged 16 gunboats and took a transport.
1804.	Feb. 24.	Party from *Drake* stormed Trinité Fort.
1804.	Mar. 4.	Boats of *Blenheim* cut out *Curieux.*
1804.	Mar. 5.	Cutter of *Eclair* cut out *Rose.*
1804.	Mar. 7.	Boats of *Inconstant* cut out a ship at Gorée.
1804.	Mar. 8.	Gorée taken.
1804.	Mar. 13.	*Emerald's* and consort's boats cut out *Mozambique.*
1804.	Mar. 14.	*Drake* captured two prizes.
1804.	Mar. 17.	*Penguin* and boats destroyed *Renommée.*
1804.	Mar. 23.	*Osprey* engaged *Egyptienne.*
1804.	Mar. 24.	*Wolverine* captured by *Blonde.*
1804.	Mar. 25.	*Hippomenes* captured *Egyptienne.*
1804.	Mar. 31.	*Scorpion* and *Beaver* cut out Dutch vessels.
1804.	Apr. 3.	*Swift* captured *Espérance.*
1804.	Apr. 9.	*Amazon* captured a brig under fire at Sepet.
1804.	Apr. 10.	*Wilhelmina* engaged *Psyché.*
1804.	Apr.-May.	Operations at, and capture of Surinam.
1804.	May 8.	*Vincejo* captured by 17 French vessels.

1804.	May 15.	*Cruiser* and five consorts engaged 60 vessels off Blankenberg.
1804.	May 24.	Reconnaissance of Toulon.
1804.	June 21.	Unsuccessful engagement with *Buonaparte.*
1804.	July 11.	Boats of *Narcissus*, *Seahorse* and *Maidstone* at La Vandour.
1804.	July 12.	*Aigle* destroyed *Charente* and *Joie.*
1804.	July 15.	*Lily* captured by *Dame Ambert.*
1804.	July-Aug.	Dieppe bombarded.
1804.	July 31.	*Tartar's* boats captured *Hirondelle.*
1804.	Aug. 12.	*Galatea's* boats failed to cut out *Général Ernouf* (late *Lily*).
1804.	Aug. 17.	*Loire* captured *Blonde.*
1804.	Aug. 25.	*Immortalité* and *Bruiser* engaged off Boulogne.
1804.	Aug. 26.	*Immortalité* and consorts engaged, and *Constitution* sunk.
1804.	Sept. 18.	*Centurion* engaged *Marengo*, *Atalante*, and *Semillante.*
1804.	Oct. 3.	*Indefatigable* and consorts took or destroyed *Fama*, *Medea*, *Mercedes*, and *Clara.*
1804.	Oct. 8.	*Albacore* engaged off Gros Nez.
1804.	Oct. 23.	*Cruiser* lost in engagement off Ostend.
1805.	Jan. 28.	*Gipsy* destroyed privateer schooner.
1805.	Feb. 3.	*Arrow* and *Acheron* taken by *Hortense* and *Incorruptible.*
1805.	Feb. 8.	*Curieux* captured *Dame Ernouf.*
1805.	Feb. 14.	*San Fiorenzo* captured *Psyché.*
1805.	Feb. 17.	*Cleopatra* captured by *Ville de Milan.*
1805.	Feb. 23.	*Leander* re-captured *Cleopatra* and took *Ville de Milan.*
1805.	Mar. 20.	*Renard* blew up *Général Ernouf.*
1805.	Mar. 23.	Boats of *Stork* captured *Antelope* and a brig.
1805.	Apr. 5.	Boats of *Bacchante* at Mariel, Havana.
1805.	Apr. 9.	*Gracieux* destroyed a Spanish armed schooner.
1805.	Apr. 15.	Boats of *Papillon* captured *Concepcion.*
1805.	Apr. 23.	*Gallant* and consorts captured eight gun-vessels.
1805.	Apr. 25.	*Archer* captured two gun-vessels.
1805.	May 4.	*Seahorse* and boats at San Pedro.
1805.	May 6.	French privateer *Tape à bord* captured.
1805.	May 27.	Spanish armed schooner *Concepcion* captured.
1805.	May 31 to June 2.	H.M.S. *Diamond Rock* bombarded and capitulated.
1805.	June 2.	Boats of *Loire* at Camarinas Bay.
1805.	June 4.	Boats of *Loire* at Muros Bay.
1805.	June 10.	*Chiffonne* and consorts engaged French gunboats.
1805.	June 13.	Boats of *Cambrian* captured *Maria.*
1805.	June.	Boats of *Seine* captured felucca *Concepcion*, etc.
1805.	July 3.	*Cambrian* captured *Matilda.*
1805.	July 7 to 21.	*Cambrian's* party in *Matilda* in St. Mary's River.
1805.	July 15.	*Plumper* and *Teazer* captured by French gun vessels.
1805.	July 17 and 18.	*Ariadne* and consorts engaged off Boulogne.
1805.	July 19.	*Blanche* taken and destroyed by *Topaze* and three corvettes.
1805.	July 22.	Calder's Engagement off Ferrol.
1805.	July 23.	*Champion* and consorts engaged off Fécamp.
1805.	Aug. 2.	*Phaeton* and *Harrier* engaged *Semillante*, &c.
1805.	Aug. 6.	*Blenheim* engaged *Marengo* and *Belle Poule.*
1805.	Aug. 10.	*Phœnix* captured *Didon.*
1805.	Aug. 13.	*Swift* and boats at Truxillo.

1805.	Aug. 16.	*Raisonnable* engaged *Topaze.*
1805.	Aug. 21.	Reconnaissance in Camaret Bay.
1805.	Aug. 22.	Distant Engagement in Camaret Bay.
1805.	Sept. 26.	*Calcutta* captured by *Magnanime* and *Armide.*
1805.	Oct. 9.	*Princess Charlotte* captured *Cyane.*
1805.	Oct. 16.	*Jason* captured *Naiade.*
1805.	Oct. 21.	Nelson's Victory and Death off Cape Trafalgar.
1805.	Nov. 4.	Sir R. Strachan's Victory off Cape Ortegal.
1805.	Nov. 29.	Boats of *Serpent* captured *San Christoval Pano.*
1805.	Dec. 24.	*Egyptienne* and *Loire* captured *Libre.*
1806.	Jan. 2.	*Wolf*, &c., captured two privateers.
1806.	Jan. 5 to 12.	Operations at, and capture of, the Cape of Good Hope.
1806.	Jan. 6.	*Favourite* captured by French squadron.
1806.	Jan.	*Bruizer* captured *Impromptu.*
1806.	Jan. 7.	Boats of *Franchise* cut out *Raposa.*
1806.	Jan. 28.	*Growler* captured *Voltigeur.*
1806.	Jan. 28.	*Attack* captured *Sorcier*
1806.	Feb. 6.	Duckworth's Victory off St. Domingo.
1806.	Feb. 27.	*Hydra* captured *Furet.*
1806.	Mar. 8.	Boats of *Egyptienne* cut out *Alcide.*
1806.	Mar. 13.	*London* and *Amazon* captured *Marengo* and *Belle Poule.*
1806.	Mar. 17.	Boats of *Pique* captured *Santa Clara.*
1806.	Mar. 21.	Boats of *Colpoys* at Avillas.
1806.	Mar. 24.	*Reindeer* engaged *Voltigeur* and *Phaeton.*
1806.	Mar. 26.	*Pique* captured *Voltigeur* and *Phaeton.*
1806.	Mar. 28.	*Niobe* captured *Néarque.*
1806.	Apr. 4.	*Renommée* captured *Vigilante*, &c.
1806.	Apr. 5.	*Pallas* drove ashore three French corvettes.
1806.	Apr. 5.	Boats of *Pallas* captured *Tapageuse.*
1806.	Apr. 17.	*Sirius* at Civita Vecchia.
1806.	Apr. 19.	*Colpoys* and *Attack* in the Douillan.
1806.	Apr. 21.	*Tremendous* engaged *Canonnière.*
1806.	Apr. 25.	*Pallas* reconnoitred Isle of Aix.
1806.	Apr.	*Pallas* off La Vendée.
1806.	Apr.	*Pompée* and squadron succoured Gaeta.
1806.	Apr.	*Frisk*, *Contest* and *Pallas* at Pointe d'Aiguillon.
1806.	May 4.	Boats of *Renommée* and *Nautilus* cut out *Giganta.*
1806.	May 11.	Capture of Capri.
1806.	May 12.	*Pallas* and consorts off Isle of Aix.
1806.	May 12.	Boats of *Juno* at Gaeta.
1806.	May 14.	*Pallas* engaged *Minerve* and three brigs.
1806.	May 15.	*Juno* supported a sortie from Gaeta.
1806.	June to Oct.	Sir H. Popham's operations in the River Plate.
1806.	June 22.	Boats of *Minerve* in Finistère Bay.
1806.	June 26.	Boats of *Port Mahon* captured *San Josef.*
1806.	July 9.	*Powerful* captured *Bellone.*
1806.	July 11.	Boats of *Minerve* captured *Buena Dicta.*
1806.	July 16.	Boats of squadron cut out *César.*
1806.	July 19.	*Blanche* captured *Guerrière.*
1806.	July 26.	*Greyhound* and *Harrier* took *Pallas*, *Vittoria*, and *Batavia.*
1806.	July 28.	*Mars* captured *Rhin.*

1806.	July 30.	*Amphion* at capture of Cotrone.
1806.	Aug. 14.	*Phosphorus* beat off a French lugger.
1806.	Aug. 18.	Boats of *Galatea* at Porto Cabello.
1806.	Aug. 21.	Boats of *Galatea* destroyed a privateer.
1806.	Aug. 23.	Boats of *Alexandria* in the Plate.
1806.	Aug. 23.	*Anson* and *Arethusa* captured *Pomona* and gunboats.
1806.	Aug. 30.	Boats of *Bacchante* cut out three vessels at Sta-Martha.
1806.	Aug. 30.	*Pike* captured a guarda-costa.
1806.	Sept. 3.	Squadron at Batabano.
1806.	Sept. 14.	*Melampus* destroyed *Impétueux*.
1806.	Sept. 15.	*Anson* engaged *Foudroyant*.
1806.	Sept. 25.	*Monarch*, *Centaur* and *Mars* took four French men of war.
1806.	Sept. 27	*Dispatch* captured *Présidente*.
1806.	Oct. 2.	Boats of *Minerva* at Oro Island.
1806.	Oct 9.	Boats of *Galatea* cut out three schooners at Barcelona.
1806.	Oct. 12.	*Sheldrake* and consorts destroyed *Salamandre*.
1806.	Oct. 18.	*Caroline* captured *Maria-Riggersbergen* and three more.
1806.	Oct. 21 and 22.	Boats of *Renommée* at Colon, Majorca.
1806.	Oct. 24 to 26.	*Pitt* captured *Superbe*.
1806.	Nov. 1.	Boats of *Pique* in Carbaret Bay.
1806.	Nov. 2.	*Pique* took one privateer and destroyed another.
1806.	Nov. 11.	*Sceptre* and *Cornwallis* engaged *Sémillante* and batteries.
1806.	Nov. 12.	Boats of *Galatea* captured *Réunion*.
1806.	Nov. 20.	Boats of *Success* captured *Vengeur*.
1806.	Nov. 20.	Boats of *Orpheus* captured *Dolores*.
1806.	Nov. 21.	*Dédaigneuse* engaged *Sémillante*.
1806.	Nov. 27.	Boats of squadron in Batavia Roads.
1806.	Dec. 13.	*Halcyon* captured *Neptune*
1806.	Dec. 16.	*Kingfisher* captured *Elisabeth*.
1807.	Jan. 1.	Brisbane captured Curaçoa.
1807.	Jan. 6.	Boats of *Impérieuse* at Arcasson.
1807.	Jan. 8.	*Pickle* captured *Favorite*.
1807.	Jan. to July.	Squadron at Buenos Ayres and Montevideo.
1807.	Jan. 21.	Boats of *Galatea* captured *Lynx*.
1807.	Jan. 27.	*Lark* captured *Postillon* and *Carmen*.
1807.	Jan. 27.	*Jason* re-took *Favourite* (late British).
1807.	Jan.	Boats of *Cerberus* captured a privateer.
1807.	Jan.	*Jackdaw* taken by a Spanish rowboat.
1807.	Feb. 1.	*Lark* and boats at Zispata Bay.
1807.	Feb. 14.	*Bacchante* and *Mediator* at Samana, St. Domingo.
1807.	Feb. and Mar.	Duckworth in the Dardanelles.
1807.	Mar. 1.	*Hirondelle* and boats of *Glatton* cut out a Turkish corvette.
1807.	Mar. 15.	Boats of *Comus* cut out six merchantmen.
1807.	Mar. 17.	Disembarkation at Alexandria.
1807.	Mar. 18.	Storming of enemy's works near Alexandria.
1807.	Mar. 21.	Alexandria capitulated.
1807.	Mar. 21.	*Leopard* attacked *Chesapeake*, and made her strike.
1807.	Apr. 17.	*Sally* engaged off Danzig.
1807.	Apr. 29.	Boats of *Richmond* captured *Gaillard*.

1807.	Apr.	*Pike* captured by *Marat.*
1807.	May 8.	Boats of *Comus* cut out a felucca.
1807.	May 14.	Boats of *Spartan* repulsed by a polacca off Nice.
1807.	May 16.	*Dauntless* surrendered to the French at Danzig.
1807.	May	*Spartan* engaged *Annibal*, two frigates, and a corvette.
1807.	June 5.	Boats of *Pomone* captured gun-brig and 14 sail.
1807.	June 6.	A prize schooner captured *Mercedes.*
1807.	Aug. 6.	*Hydra* at Begur.
1807.	Aug. 15.	*Comus* captured *Fredrickscoarn.*
1807.	Aug. and Sept.	Gambier at Copenhagen.
1807.	Aug. 18 to 31.	Light squadron engaged in Copenhagen Roads.
1807.	Aug. 18.	Boats of *Confiance* cut out *Reitrada.*
1807.	Aug. 24.	*Weazel* captured four vessels and destroyed three.
1807.	Aug. 25.	Boats of *Clyde* cut out a sloop at Ypont.
1807.	Aug. 31.	*Psyche* and boats at Samarang.
1807.	Sept. 5.	*Majestic* and *Quebec* took Heligoland.
1807.	Sept. 17.	*Barbara* captured by *Général Ernouf.*
1807.	Oct. 7.	Boats of *Porcupine* captured *Safo.*
1807.	Oct. 25.	Boats of *Herald* cut out *César.*
1807.	Oct. 28.	*Louisa* defeated a privateer.
1807.	Nov. 4.	*Carrier* captured *Actif.*
1807.	Nov. 6.	*Renommée* and *Grasshopper* off Cartagena.
1807.	Nov. 24.	*Ann* captured a privateer and two gunboats.
1807.	Nov. 27 to 29.	Boats of *Porcupine* at Ragusa.
1807.	Dec. 3.	*Curieux* engaged *Revanche.*
1807.	Dec. 6.	Squadron captured Dutch vessels at Java, &c.
1807.	Dec. 11.	*Grasshopper* captured *San Josef.*
1807.	Dec. 21.	St. Thomas taken from the Danes.
1807.	Dec. 25.	St. Croix taken from the Danes.
1807.	Dec. 26.	Madeira capitulated.
1808.	Jan. 16.	*Linnet* captured *Courier.*
1808.	Jan. 30.	*Delight* captured by the French at Reggio.
1808.	Feb. 7.	*Découverte* drove ashore a privateer.
1808.	Feb. 8.	Boats of *Meleager* captured *Rénard.*
1808.	Feb. 9.	*Découverte* captured *Dorade.*
1808.	Feb. 13.	Boats of *Confiance* cut out a French gunboat.
1808.	Mar. 2.	*Sappho* captured *Admiral Yawl.*
1808.	Mar. 2.	*Cerberus* and consorts capture Marie Galante.
1808.	Mar. 8.	*San Fiorenzo* captured *Piémontaise.*
1808.	Mar. 13.	*Emerald* at Vivero.
1808.	Mar. 14.	*Chiiders* engaged *Lougon.*
1808.	Mar. 15 to 20.	*Terpsichore* engaged *Sémillante.*
1808.	Mar. 22.	*Aigle* engaged off Groix.
1808.	Mar. 22.	*Stately* and *Nassau* destroyed *Prince Christian Frederick.*
1808.	Mar. 30.	*Cerberus* and consorts at Désirade.
1808.	Apr. 4.	*Alceste* and consorts at Rota.
1808.	Apr. 22.	*Gorée* and *Supérieure* in action off the Saintes.
1808.	Apr. 23.	Unsuccessful attempt to cut out *Garota.*
1808.	Apr. 24.	*Grasshopper* and *Rapid* at Faro.

1808. Apr. 25. *Forward* and consorts captured ten sail at Flodstrand.
1808. Apr. 29. Boats of *Falcon* destroyed eight sail at Endelan.
1808. May 2. *Unité* captured *Ronco* in the Gulf of Venice.
1808. May 7. Boats of *Falcon* captured two sail at Lundholm.
1808. May 7. *Redwing* destroyed seven Spanish vessels.
1808. May 10 to 14. *Wizard* engaged *Requin*.
1808. May 11. *Bacchante* captured *Griffon*.
1808. May 12. *Amphion* and boats engaged *Baleine* at Rosas.
1808. May 12. *Tartar* and boats at Bergen.
1808. May 19. *Virginie* captured *Guelderland*.
1808. May 20. Boats of *Fawn* cut out vessels at Porto Rico.
1808. May 24. *Swan* at Bornholm.
1808. May 31. *Redwing* took two sail at Tarifa.
1808. June 1. *Unité* captured *Nettuno* and *Teulié*.
1808. June 4. *Tickler* captured by Danish gunboats.
1808. June 9. *Turbulent* captured by Danish gun-vessels.
1808. June 11. Boats of *Euryalus* and *Cruiser* off the Naskon.
1808. June 19. *Seagull* captured by Danish gunboats.
1808. June 23. Boats of *Porcupine* at Civita Vecchia.
1808. June 26. Boats of *Standard* captured *Volpe* and *Léger*.
1808. July 3. British repulsed at St. Martin and survivors captured.
1808. July 6. *Seahorse* captured *Badere Zaffer*.
1808. July 10. Boats of *Porcupine* at Port d'Anzo.
1808. July 21. Boats of *Porcupine* at Monte Circello.
1808. July 28. *Volage* captured *Requin*.
1808. July 31. *Impérieuse* at Mongal.
1808. Aug. 1. *Wizard* and boats captured guns and *Vigilant* at Noli.
1808. Aug. 2. *Tigress* captured by Danish gunboats.
1808. Aug. 8. Boats of *Porcupine* cut out *Concepcion*.
1808. Aug. 11. *Comet* captured *Sylphe*.
1808. Aug. Keats relieved garrisons in the Baltic.
1808. Aug. 11. Boats of squadron captured *Fama* and *Salorman*.
1808. Aug. 16. *Sybille* captured *Espiègle*.
1808. Aug. 18. *Rook* captured by two French privateers.
1808. Aug. 26. *Implacable* and *Centaur* captured *Sevolod*.
1808. Sept. 6. *Recruit* engaged *Diligente*.
1808. Sept. 12. *Laurel* captured by *Canonnière*.
1808. Sept. 29. *Maria* captured by *Département des Landes*.
1808. Sept. *Impérieuse* off Languedoc.
1808. Oct. 3. *Carnation* captured by *Palinure*.
1808. Oct. 3. *Modeste* captured *Jéna*.
1808. Oct. 20. *Africa* repulsed 25 Danish gunboats.
1808. Oct. 31. *Circe* captured *Palinure*.
1808. Nov. 1. *Cruiser* captured a Danish brig.
1808. Nov. 7 and 8. *Excellent* and *Meteor* at Rosas.
1808. Nov. 10. *Amethyst* captured *Thétis*.
1808. Nov. 14. Boats of *Polyphemus* captured *Colibri*.
1808. Nov. 15 to Dec. 5. *Excellent* and consorts at Rosas.
1808. Nov. 28. Boats of *Heureux* at Mahaut.

1808.	Dec. 12 and 13.	*Circe* and consorts captured *Cygne* and a schooner.
1809.	Jan. 1.	*Onyx* captured Dutch corvette *Manly*.
1809.	Jan. 2.	*Amiable* captured *Iris*.
1809.	Jan. 5.	*Loire* captured *Hébé*.
1809.	Jan. 7 to 14.	Capture of Cayenne by Sir L. Yeo.
1809.	Jan. 22.	*Cleopatra*, *Jason*, and *Hazard* captured *Topaze*.
1809.	Jan. 30 to Feb. 24	Sir A. Cochrane captured Martinique.
1809.	Feb. 8.	*Horatio* and consorts captured *Junon*.
1809.	Feb. 8.	*Amphion* and *Redwing* dispersed French ships off Melida.
1809.	Feb. 15.	*Belle Poule* captured *Var*.
1809.	Feb. 24.	*Cæsar* and consorts destroyed *Italienne*, *Calypso* and *Cybèle*.
1809.	Feb. 28.	*Proserpine* captured off Toulon.
1809.	Mar. 12.	*Topaze* engaged *Danae* and *Flora*.
1809.	Mar. 12.	Batteries carried and guns destroyed at Lequito.
1809.	Mar. 20.	Batteries destroyed at Baigno and Paissance.
1809.	Apr. 1.	Boats of *Mercury* boarded *Leda* at Rovigno.
1809.	Apr. 1.	*Amelia* destroyed batteries in Aix Roads.
1809.	Apr. 5.	*Amethyst* captured *Niemen*.
1809.	Apr. 12.	Lord Cochrane destroyed French ship at Basque Roads.
1809.	Apr. 14 to 17.	*Pompée* and consorts took *Hautpoult*.
1809.	Apr. 15.	*Intrepid* engaged *Furieuse* and *Félicité*.
1809.	Apr. 23.	*Spartan* and consorts bombarded Pesaro.
1809.	Apr. 26.	*Thrasher* engaged Flotilla near Boulogne.
1809.	May 2.	*Spartan* and *Mercury* at Cesenatico.
1809.	May 4.	*Parthian* captured *Nouvelle Gironde*.
1809.	May 11.	*Melpomene* destroyed a Danish cutter.
1809.	May 15.	Boats of *Tartar* captured a Danish privateer.
1809.	May 15.	*Mercury* bombarded Rotti.
1809.	May 17.	*Goldfinch* engaged *Mouche*.
1809.	May 18.	*Standard* and *Owen Glendower* captured Anholt.
1809.	May 21.	*Black Joke* engaged *Mouche*.
1809.	May 23 to 30.	*Melpomene* engaged a Danish flotilla.
1809.	May 31.	*Topaze* brought out nine vessels from St. Maura.
1809.	June 10.	*Amelia* and *Statira* captured *Mouche*.
1809.	June 14.	Boats of *Scout* at Cape Croisette.
1809.	June 14 to 18.	*Latona* took *Félicité*.
1809.	June 19.	*Bellerophon's* boats carried Russian batteries at Hango.
1809.	June 25.	Islands of Procida and Ischia surrendered to the British.
1809.	June 25 to 27.	*Cyane* and *Espoir* engaged with *Cérès*.
1809.	July 6.	St. Domingo surrendered to the British.
1809.	July 6.	*Bonne Citoyenne* captured *Furieuse*.
1809.	July 7.	Capture of seven Russian gunboats off Hango Head.
1809.	July 8 to 13.	Capture of Senegal by *Solebay* and squadron.
1809.	July 14.	Fort of Carri stormed and carried by boats of *Scout*.
1809.	July 25.	*Princess Caroline* and consorts captured four Russian vessels.

1809.	July 25.	Boats of *Fawn* captured *Guadaloupe.*
1809.	July 27.	Forts at Cuxhaven destroyed.
1809.	July 28. to Sep. 4.	Expedition to the Scheldt.
1809.	July 29.	*Acorn* and consorts engaged off Duin.
1809.	Aug. 12.	*Monkey* and *Lynx* captured three Danish luggers.
1809.	Aug. 14.	Boats of *Otter* captured two vessels.
1809.	Aug. 28.	Battery at Cortelazzo carried by boats of *Amphion.*
1809.	Sep. 7.	Boats of *Mercury* captured *Pugliése.*
1809.	Sep. 11.	*Diana* captured *Zephyr.*
1809.	Sep. 21.	*Raisonnable* and consorts took St. Paul, Bourbon.
1809.	Oct. 17.	Capture of French privateer at Sainte Marie.
1809.	Oct.	Zante, Cephalonia, Cerigo, and Ithaca surrendered.
1809.	Nov. 1.	*Cumberland* and consorts captured 11 armed vessels.
1809.	Nov. 2.	*Victor* captured by French frigate *Bellone.*
1809.	Nov. 13.	*Chiffonne* and *Caroline* destroyed Ras al Khyma.
1809.	Nov. 17.	Linga destroyed by *Chiffonne* and *Caroline.*
1809.	Nov. 27.	Luft destroyed by *Chiffonne* and *Caroline.*
1809.	Dec. 9.	*Redpole* captured *Grand Rodeur.*
1809.	Dec. 13.	Boats of *Thetis* and consorts took *Nisus* at Guadaloupe.
1809.	Dec. 13.	*Junon* captured and destroyed by the French.
1809.	Dec. 14.	*Melampus* captured *Béarnaise.*
1809.	Dec. 17 to 18.	*Sceptre* and consorts took Anse la Barque, Guadaloupe.
1809.	Dec. 17.	*Rosamond* captured *Papillon.*
1809.	Dec. to Jan. 3 1810.	*Chiffonne* and *Caroline* carried Shenaz by storm.
1810.	Jan. 10.	*Cherokee* boarded and carried *Aimable Nelly.*
1810.	Jan. 10.	*Plover* took *Saratin* in the Channel.
1810.	Jan. 10.	Boats of *Christian VII.* and *Armide* in Basque Road.
1810.	Jan. 12.	*Scorpion* captured *Oreste.*
1810.	Jan. 12.	Booloe Comba captured from the Dutch.
1810.	Jan. 20.	French convoy driven on shore near La Rochelle.
1810.	Jan. 21.	Batteries at Baie Mahout, Guadaloupe, destroyed.
1810.	Jan. 28 to Feb. 6.	Capture of Guadaloupe by *Pompée* and fleet.
1810.	Jan. 29.	Boats of *Phœnix* and *Jalouse* captured *Charles.*
1810.	Feb. 3.	*Valiant* captured *Confiance.*
1810.	Feb. 10.	*Thistle* captured Dutch corvette *Havik.*
1810.	Feb. 13.	Attack on French gunboats in Basque Road.
1810.	Feb. 14.	*Rainbow* and *Avon* engaged *Néréide.*
1810.	Feb. 21.	*Horatio* captured *Nécessité.*
1810.	Feb.	Capture of Amboyna from the Dutch.
1810.	Feb.	Surrender of the Islands of St. Martin, St. Eustatius, Saba, Saparoua, Harouka, Nasso Lant, Bouro, Manippa.
1810.	Mar. 1.	Boats of *Cornwallis* carried *Margaretta.*
1810.	Mar. 22 to Ap. 16.	*Magnificent* and consorts captured St. Maura.
1810.	Apr. 4.	*Success* and *Espoir* at Castiglione.

1810.	Apr. 6.	*Sylvia* destroyed armed piratical prow in Straits of Sunda.
1810.	Apr. 7.	*Sylvia* captured piratical prow.
1810.	Apr. 11.	*Sylvia* and boats engaged and sank piratical lugger.
1810.	Apr. 12.	*Unicorn* captured *Espérance* (late British *Laurel*).
1810.	Apr. 24.	*Surly* and *Firm* captured *Alcide*.
1810.	Apr. 25.	*Spartan* and consorts engaged at Monte Circello.
1810.	Apr. 26.	*Sylvia* took *Echo* and two transports.
1810.	May 1.	French troops defeated at Jacolet, Isle of France.
1810.	May 3.	*Spartan* captured *Sparvière* in Bay of Naples.
1810.	May 12.	*Tribune* engaged four Danish brigs.
1810.	May 22.	Boats of *Alceste* at Agaye.
1810.	May 26.	Boats of *Alceste* captured four feluccas.
1810.	May and June.	*Royalist* engaged and captured six armed vessels.
1810.	June 21.	Manado surrendered to *Dover*.
1810.	June 28.	Boats of *Amphion* and consorts at Groa.
1810.	July 7 and 8.	*Boadicea* and consorts took Isle of Bourbon.
1810.	July 9.	Boats of *Sirius* captured *Edward*.
1810.	July 17.	*Euryalus* engaged a French 74 off Toulon.
1810.	July 20.	*Warspite* and consorts off Toulon.
1810.	July 23.	Boats of *Belvidera* and *Nemesis* on the coast of Norway.
1810.	July 25.	*Thames* and consorts at Amanthe.
1810.	July	Boats of *Sirius* destroyed a French storeship.
1810.	July 30.	Boats of *Procris* took six gunboats.
1810.	Aug. 9.	*Caroline*, *Piedmontaise*, and *Barracouta* took Banda Neira.
1810.	Aug. 13.	Isle de la Passe surrendered.
1810.	Aug. 17.	Porte du Diable stormed and carried.
1810.	Aug. 20.	*Néréide* engaged French frigates off Isle de la Passe.
1810.	Aug. 21.	Boats of *Sirius* cut out a French prize.
1810.	Aug. 23 to 28.	*Néréide* and consorts taken at Grand Port.
1810.	Aug. 29.	*Queen Charlotte* repulsed a French cutter off Alderney.
1810.	Aug. 30.	*Repulse* and *Philomel* repulsed frigates off Toulon.
1810.	Sep. 5.	Boats of *Surveillante* captured a French brig.
1810.	Sep. 6.	Battery captured and destroyed in the River Crache.
1810.	Sep. 7.	Boats of *Dreadnought* carried a French vessel.
1810.	Sep. 11.	Boats of *Africaine* engaged a French schooner.
1810.	Sep. 13.	*Africaine* taken by *Astrée* and *Iphigénie*, but re-taken.
1810.	Sep. 17.	*Ceylon* taken by *Vénus* and *Victor*.
1810.	Sep. 18.	*Boadicea*, *Otter*, and *Staunch* took *Vénus*.
1810.	Sep. 27.	Batteries stormed and carried at Pointe du Ché.
1810.	Sep. 28.	Boats of *Rambler* defeated French Dragoons.
1810.	Oct. 14.	*Briseis* captured *Sans Souci* in North Sea.
1810.	Oct. 19 Dec. 3.	Capture of Isle of France by *Illustrious* and consorts.
1810.	Oct. 25.	*Calliope* captured *Comtesse d'Hambourg*.
1810.	Oct. 27.	*Orestes* took *Loup Garou*.
1810.	Nov. 4.	Boats of *Blossom* captured *César*.
1810.	Nov. 8.	Boats of *Quebec* captured *Jeune Louise*.
1810.	Nov. 12 to 23.	*Diana* and consorts engaged at Lahougue and Tatillon.

1810.	Nov. 15 and 16.	*Phipps* captured *Barbier de Séville.*
1810.	Nov. 23.	Attack on Port St. Mary by boats of the Cadiz fleet.
1810.	Dec. 3.	Capture of Mauritius by the British.
1810.	Dec. 7.	*Rinaldo* captured *Maraudeur* off Dover.
1810.	Dec. 10.	*Rosario* captured *Mameloucke* off Dungeness.
1810.	Dec. 12.	*Entreprenante* repulsed four French privateers.
1810.	Dec. 13.	*Kent* and consorts at Palamos.
1810.	Dec. 17.	*Rinaldo* sank a French lugger off the Owers.
1810.	Dec. 24.	Boats of *Diana* destroyed *Elise.*
1811.	Jan. 10.	Tamatave bombarded.
1811.	Feb. 4.	Boats of *Cerberus* and *Active* at Pescaro.
1811.	Feb. 12.	Capture of ten vessels at Ortona by *Cerberus* and *Active.*
1811.	Mar. 13.	Hoste's victory off Lissa.
1811.	Mar. 24 and 25.	*Berwick* and consorts destroyed *Amazone.*
1811.	Mar. 27.	Capt. Wilkes Maurice at Anholt Island.
1811.	Mar. 27.	*Sheldrake* and *Tartar* captured five Danish gun-brigs.
1811.	Apr. 6.	*Arrow* in action with chasse marées.
1811.	May 1.	*Pomone* and consorts destroyed *Giraffe* and *Nourrice.*
1811.	May 4 and 5.	*Belle Poule* and *Alceste* at Parenza.
1811.	May 8.	*Scylla* boarded and carried *Canonnière.*
1811.	May 16.	*Little Belt* engaged U.S. frigate *President.*
1811.	May 20.	Schomberg captured *Renommée* and *Néréide* off Madagascar.
1811.	May 23.	Capture of 14 Dutch gun-vessels off Java.
1811.	May 26.	Boats of *Sabine* engaged at Sabiona.
1811.	May 26.	Party from *Pilot* took positions at Strongoli.
1811.	May 26.	*Alacrity* captured by *Abeille.*
1811.	June 27.	*Guadaloupe* engaged *Tactique* and *Guêpe.*
1811.	July 4.	Boats of *Unité* captured *St. François de Poale.*
1811.	July 4.	*Unité* and *Cephalus* captured three merchant vessels.
1811.	July 19.	*Conqueror* and *Sultan* engaged French squadron off Toulon.
1811.	July 21.	*Cephalus* and *Thames* captured 11 French gunboats, &c.
1811.	July 27.	Boats of *Active* captured vessels, &c., at Ragosniza.
1811.	July 30.	Boats of *Minden* took Fort Marrack.
1811.	July 31.	Boats of *Procris* destroyed six Dutch gunboats off Java.
1811.	July 31.	*Brevdrageren* and *Algerine* engaged three Danish brigs.
1811.	Aug. 2.	Boats of *Quebec* and consorts took three gun-brigs.
1811.	Aug. 4 to 27.	Capture of Java by the British.
1811.	Aug. 13.	*Téméraire* and *Caledonia* engaged a battery near Toulon.
1811.	Aug. 18.	*Hawke* and boats took *Heron* and convoy.
1811.	Aug. 24.	*Diana* and *Semiramis* cut out *Teazer* and *Pluvier.*
1811.	Aug. 29 to 31.	Capture of Madura by *Sir Francis Drake* and consorts.
1811.	Sept. 2.	*Manly* taken by Danish brigs off the coast of Norway.
1811.	Sept. 3.	*Rinaldo* and *Redpole* engaged a flotilla off Boulogne.
1811.	Sept. 6.	*Pilot* dispersed troops at Castellan.
1811.	Sept. 7.	*Barbadoes* and *Goshawk* engaged at Calvados.
1811.	Sept. 8.	*Hotspur* destroyed three gun brigs off Calvados.
1811.	Sept. 9 to 13.	*Bucephalus* engaged *Nymphe* and *Méduse* off Java.

1811.	Sept. 10.	Boats of *Victory* captured Danish gunboats.
1811.	Sept. 20 and 21.	*Naiad* and consorts engaged a flotilla off Boulogne.
1811.	Oct. 11.	*Impérieuse* silenced forts at Possitano.
1811.	Oct. 19.	*Impérieuse* and *Thames* took 10 polacres at Palinuro.
1811.	Nov. 1 to 3.	Palinuro Heights carried by party from *Impérieuse*, &c.
1811.	Nov. 11.	*Skylark* and *Locust* engaged the Boulogne flotilla.
1811.	Nov. 22.	*Volontaire* and *Perlen* engaged *Trident* and two frigates.
1811.	Nov. 27.	*Eagle* captured *Corcyre*.
1811.	Nov. 29.	*Alceste*, *Active*, and *Unite* took *Pomone* and *Porsanne*.
1811.	Dec. 4.	Boats of *Sultan* took *Languedocienne*.
1812.	Feb. 2.	*Southampton* captured Haytian privateer *Amethyste*.
1812.	Feb. 13.	*Apollo* took French frigate *Mérinos*.
1812.	Feb. 22.	*Victorious* and *Weasel* captured *Rivoli* and *Mercure*.
1812.	Mar. 27.	*Rosario* and *Griffon* destroyed 5 French brigs off Dieppe.
1812.	Apr. 4.	Capture of a French xebec by the *Maidstone's* boats.
1812.	Apr. 16.	Capture of 9 coasting vessels by the *Pilot* and boats.
1812.	Apr. 29.	Boats of *Leviathan* and *Undaunted* captured 5 vessels.
1812.	Apr. 29.	Destruction of 21 of a French convoy off the Rhone.
1812.	May 4.	Re-capture of *Apelles*, British Brig-sloop, near Etaples.
1812.	May 9.	Batteries at Languelia carried, and 18 vessels destroyed.
1812.	May 14.	*Thames* and *Pilot* at Port Sapri.
1812.	May 22.	*Northumberland* and *Growler* destroyed 2 French frigates.
1812.	May 25 and 26	*Hyacinth*, *Termagant*, and *Basilisk* at Almunecar.
1812.	May 28.	*Menelaus* engaged *Pauline* and *Ecureuil*.
1812.	May 29.	*Hyacinth* and consorts captured *Brave* and *Napoléon*.
1812.	May	*Leviathan* and consorts at Languelia and Alassio.
1812.	June 4.	Boats of *Medusa* cut out and destroyed *Dorade*.
1812.	June 11.	*Swallow* engaged *Renard* and *Goéland*.
1812.	June 19.	Boats of *Briseis* captured *Urania*.
1812.	June 20 to July 8.	Capture of Fort Leguertis and destruction of batteries.
1812.	July 23.	*Belvidera* engaged *President* and *Congress*.
1812.	July 3.	*Raven* drove 3 French brigs on shore near Flushing.
1812.	July 4.	Boats of *Attack* captured a French transport galliot.
1812.	July 6.	*Dictator* and consorts destroyed *Nayaden*, *Laaland*, and *Kiel*.
1812.	July 16.	Boats of *Osprey* and consorts captured *Eole*.
1812.	July 21.	*Sealark* captured *Ville de Caen*.
1812.	July 30.	Santander and Castle of Ano taken by *Venerable* and consorts.
1812.	July 2.	Boats of *Horatio* captured a Danish cutter and schooner.
1812.	Aug. 10.	Battery carried at Biendom by party from *Minstrel*.
1812.	Aug. 11.	Boats of *Menelaus* at S. Stefano.
1812.	Aug. 13.	*Alert* captured by U. S. Frigate *Essex*.
1812.	Aug. 16.	*Attack* sunk by Danish vessels off Foreness.
1812.	Aug. 19.	*Guerrière* captured by *Constitution*.
1812.	Sept. 1.	Capture of *Tisiphone*, etc., at Port Lemo by *Bacchante*.
1812.	Sept. 3.	Boats of *Menelaus* took *St. Juan*.
1812.	Sept. 5.	*Menelaus* cut out a French ship at Lake Orbitello.
1812.	Sept. 8.	*Laura* captured by *Diligent*.
1812.	Sept. 17.	Capture of 17 and destruction of 6 gunboats by *Eagle*.
1812.	Sept. 18.	Capture of 8 armed and 18 merchant vessels by *Bacchante*.

1812.	Sept. 29.	Capture of 4 French vessels at Valencia by *Minstrel.*
1812.	Sept. 29.	Attack on Mittau, Riga.
1812.	Oct. 18.	*Frolic* captured by U.S. sloop *Wasp.*
1812.	Oct. 18.	*Poictiers* captured *Wasp* and re-captured *Frolic.*
1812.	Oct. 25.	*Macedonian* captured by U.S. frigate *United States.*
1812.	Dec. 16.	*Albacore* and consorts engaged *Gloire.*
1812.	Dec. 21.	Destruction of tower of St. Cataldo by *Apollo* and *Weasel.*
1812.	Dec. 28.	*Java* captured by U.S. frigate *Constitution.*
1812.	Dec. 29.	*Royalist* captured *Ruse.*
1813.	Jan. 6.	Boats of *Bacchante* took 5 French gun-brigs.
1813.	Jan. 6.	Boats of *Havannah* captured 3 vessels and a gunboat.
1813.	Jan. 18 to Feb. 3.	Augusta and Carzola Islands captured by *Apollo* and troops.
1813.	Feb. 2.	Boats of *Kingfisher* took 6 vessels at Corfu.
1813.	Feb. 7.	*Amelia* engaged *Aréthuse.*
1813.	Feb. 8.	Boats of *Belvidera* and consorts took *Lottery.*
1813.	Feb. 14.	Boats of *Bacchante* captured *Alcinous.*
1813.	Feb. 15.	Batteries at Pietra-Nera stormed and carried.
1813.	Feb. 24.	*Peacock* sunk by U.S. sloop *Hornet.*
1813.	Feb. 25.	*Linnet* taken by French frigate *Gloire.*
1813.	Feb. 26.	Island of Ponza taken by *Thames* and consorts.
1813.	Mar. 18.	Battery at Carri destroyed by boats of *Undaunted.*
1813.	Mar. 21.	Capture of 2 Danish gunboats by *Brevdrageren* and *Blazer.*
1813.	Mar. 22.	Two French vessels taken at Vasto by boats of *Havannah.*
1813.	Mar. 26.	Boats of *Havannah* captured 10 vessels at Fortore.
1813.	Mar. 31.	Batteries at Morgion destroyed and 11 vessels captured.
1813.	Apr. 2.	Boats of *San Domingo* and consorts captured 4 schooners.
1813.	Apr. 11.	Devil's Island taken by *Apollo* and *Cerberus.*
1813.	Apr. 14.	Malero Island captured by *Apollo* and *Cerberus.*
1813.	Apr. 17.	*Mutine* captured *Invincible.*
1813.	Apr. 22.	*Weasel* destroyed 14 French vessels off Boscalina.
1813.	Apr. 24.	Boats of *Apollo* captured a felucca.
1813.	Apr. 26.	Six vessels captured at Goro by *Elizabeth* and *Eagle.*
1813.	April	Boats of *Orpheus* captured a Danish letter-of-marque.
1813.	Apr. 29 to May 5	Boats of *Marlborough* and consorts in Chesapeake Bay.
1813.	May 2.	Batteries destroyed at Morgion by boats of *Repulse,* &c.
1813.	May 11.	*Bacchante* at Karlebago.
1813.	May 16.	Boats of *Berwick* and *Euryalus* at Cavalarie.
1813.	May 17.	Boats of *Apollo* and *Cerberus* took a vessel near Brindisi.
1813.	May 27.	Boats of *Apollo* and *Cerberus* took 3 gunboats at Faro.
1813.	May and June	*Lyra, Royalist,* and *Sparrow* at Castro de Urdeales.
1813.	June 1.	*Shannon* captured U.S. frigate *Chesapeake.*
1813.	June 3-19 to 28 Sept.	Operations on Lake Ontario.
1813.	June 8.	Boats of *Elizabeth* and *Eagle* defeated troops at Omago.
1813.	June 12.	Boats of *Bacchante* captured 24 vessels at Abruzza.
1813.	June 12.	Boats of *Narcissus* took the American schooner *Surveyor.*
1813.	June 17.	Boats of *Havannah* took 10 vessels under fire.
1813.	June 17.	Garrison defeated at Zapano by party from *Saracen.*
1813.	June 20.	Capture of Dignano by boats of *Elizabeth.*

1813.	June 20.	*Junon* engaged 15 gunboats in Hampton Roads.
1813.	June 22.	Unsuccessful attack by boats of squadron on Craney Island.
1813.	June 23.	Boats of *Castor* cut out *Fortune* off Catalonia.
1813.	June 25.	Capture of Hampton by boats of *Marlborough* and squadron.
1813.	July 3.	Storming and capture of Fiume by *Bacchante* and consorts.
1813.	July 7.	Destruction of Farasina by *Eagle* and landing party.
1813.	July 10 to Sept. 8	Reduction of St. Sebastian by Graham.
1813.	July 11.	*Conflict* and consorts took Ocracoke, Portsmouth, and ships.
1813.	July 11.	*Contest* and *Mohawk* captured U.S. schooner *Asp*.
1813.	July 29.	*Martin* aground, attacked by American gunboats.
1813.	Aug. 2.	Batteries destroyed at Rovigno by *Bacchante* and consorts.
1813.	Aug. 4.	Battery at Ragosniza destroyed by *Milford* and *Weasel*.
1813.	Aug. 5.	*Dominica* taken by the privateer *Decatur*.
1813.	Aug. 13.	*Pelican* captured U.S. brig *Argus*.
1813.	Aug. 18.	Capture of Cassis by *Undaunted*, squadron, and boats.
1813.	Sept. 5.	*Boxer* captured by U.S. brig *Enterprise*.
1813.	Sept. 5.	Destruction of batteries and capture of ships at d'Anzo.
1813.	Sept. 9.	*Alphea* engaged *Renard* but blew up with all hands.
1813.	Sept. 10.	*Detroit* and 5 consorts captured by Perry on Lake Erie.
1813.	Sept. 16.	Boats of *Swallow* took *Guerrière*.
1813.	Oct. 5 to 29.	Blockade and capture of Trieste.
1813.	Oct. 9.	*Thunder* captured the French lugger *Neptune*.
1813.	Oct. 12.	St. George and Cattard taken by *Bacchante* and *Saracen*.
1813.	Oct. 13.	*Telegraph* destroyed *Flibustier*.
1813.	Oct. 14.	Capture of battery and 16 vessels at Marinelo by *Furieuse*.
1813.	Oct. 20.	*Achates* engaged *Trave*.
1813.	Oct. 23.	*Andromache* captured *Trave*.
1813.	Nov. 1.	*Snap* captured the French lugger *Lion*.
1813.	Nov. 5.	*Scipion* and consorts engaged the French off Cape Sepet.
1813.	Nov. 8.	Boats of *Revenge* took a French privateer at Palamos.
1813.	Nov. 9.	Batteries at Port Nouvelle captured by *Undaunted* and *Guadaloupe*.
1813.	Nov. 26.	Boats of *Swiftsure* took *Charlemagne*.
1813.	Nov. 30.	*Desirée* and gun-vessels attacked batteries at Cuxhaven.
1813.	Dec.	*Euryalus* took a French 22-gun store ship.
1813.	Dec.	*Alcmene* captured a French schooner laden with troops.
1814.	Jan. 5.	Fortress of Gluckstadt captured by a British squadron.
1814.	Jan. 5.	Fortress of Cattaro taken by *Bacchante* and *Saracen*.
1814.	Jan. 6.	*Tagus* and *Niger* took the French frigate *Cérès*.
1814.	Jan. 15.	Boat of *Castor* took *Heureux*.
1814.	Jan. 16 to 20.	*Venerable* and *Cyane* took *Iphigénie* and *Alcmène*.
1814.	Jan. 18.	*Severn* engaged *Etoile* and *Sultane*.
1814.	Jan. 23.	*Astrea* and *Creole*, engaged *Etoile* and *Sultane*.
1814.	Jan. 28.	Surrender of Ragusa to *Bacchante*, *Saracen* and troops.
1814.	Feb. 2.	*Majestic* took *Terpsichore*.
1814.	Feb. 13.	*Boyne* and *Caledonia* engaged *Romulus* and *Adrienne*.
1814.	Feb. 13.	Island of Paxo surrendered to *Apollo* and troops.
1814.	Feb. 14.	*Picton* captured by U.S. frigate *Constitution*.
1814.	Feb. 23.	*Epervier* took U.S. privateer brig *Alfred*.
1814.	Feb. 25.	*Eurotas* captured *Clorinde*.

1814.	Mar. 7.	U. S. privateer *Mars* destroyed at Sandy Hook.
1814.	Mar. 12.	*Primrose* engaged by mistake a British brig packet.
1814.	Mar. 26.	*Hebrus* and *Sparrow* engaged *Etoile* and *Sultane*.
1814.	Mar. 26.	*Hannibal* captured *Sultane*.
1814.	Mar. 27.	*Hebrus* captured *Etoile*.
1814.	Mar. 28.	*Phœbe* and *Cherub* took *Essex* and *Essex Junior*.
1814.	Apr. 2.	Boats of *Porcupine* captured 12 and destroyed 4 vessels.
1814.	Apr. 8.	Destruction of 27 American vessels in Connecticut River.
1814.	Apr. 20.	*Orpheus* and *Shelburne* captured U.S. sloop *Frolic*.
1814.	Apr. 29.	*Epervier* taken by U.S. sloop *Peacock*.
1814.	Apr.	Batteries destroyed on the Gironde by *Belle Poule*.
1814.	May 6.	Capture of batteries, &c., at Oswego by the British squadron.
1814.	May 30.	Party from *Montreal* and *Niagara* defeated at Sandy Creek.
1814.	May 25.	Boats of *Elizabeth* took *Aigle* off Corfu.
1814.	June 1 to July 4	Operations in the River Patuxent.
1814.	June 14.	*Superb* and *Nimrod* destroyed American vessels at Wareham.
1814.	June 28.	*Reindeer* taken by U.S. sloop *Wasp*.
1814.	July 12.	*Landrail* taken by U.S. privateer *Syren*.
1814.	July	*Ballahou* taken by U.S. privateer *Perry*.
1814.	July 19 to Aug. 25	Operations in the Potomac River and capture of Washington.
1814.	Aug. 12.	Boats of *Cherwell* and *Netley* took *Somers* and *Ohio*.
1814.	Aug. 17 to Sept. 9	Capture of Fort Washington and Alexandria.
1814.	Aug. 30.	Party from *Menelaus* engaged ashore in Chesapeake Bay.
1814.	Aug.	*Nancy* destroyed by *Tigress* and *Scorpion* on Lake Huron.
1814.	Sept. 1.	Castine captured by a British squadron.
1814.	Sept. 1.	*Avon* sunk by U.S. sloop *Wasp*.
1814.	Sept. 3.	American frigate *Adams* and 10 vessels destroyed.
1814.	Sept. 3.	Boats of *Nancy* captured U.S. schooner *Tigress*.
1814.	Sept. 6.	Party from *Nancy* captured *Scorpion*.
1814.	Sept. 10 to 14.	Attack on Baltimore by a British squadron.
1814.	Sept. 11.	*Confiance* and 3 consorts taken by Macdonough.
1814.	Sept. 15.	*Hermes* lost at unsuccessful attack on Fort Bowyer.
1814.	Sept. 26.	Boats of *Plantagenet* and *Rota* repulsed by *General Armstrong*.
1814.	Oct. 3 and 4.	Boats and landing parties in the Coan River.
1814.	Oct. 9.	Boats of *Endymion* unsuccessfully attacked *Neufchatel*.
1814.	Dec. 13 and 14.	Five U.S. gun-boats and a sloop captured in Lake Borgne.
1815.	Jan. 13 and 14.	Capture of St. Mary's, Georgia, by the British.
1815.	Jan. 15.	*Endymion* captured U.S. frigate *President*.
1815.	Feb. 20.	*Cyane* and *Levant* captured by U.S. frigate *Constitution*.
1815.	Feb. 22.	Engagement between British boats and U.S. troops in St. Mary's River.
1815.	Feb. 26.	*St. Lawrence* taken by U.S. privateer *Chasseur*.
1815.	Mar. 23.	*Penguin* taken by U.S. ship *Hornet*.
1815.	Apr. 30.	*Rivoli* captured *Melpomène* off Ischia.
1815.	June 17.	*Pilot* engaged *Legère* off Cape Corse.
1815.	July 18.	French convoy captured by *Ferret*, *Fly*, &c.

1815.	July 24.	Reduction of Gaeta by *Malta* and *Berwick*.	
1816.	Aug. 27.	Bombardment of Algiers by Lord Exmouth.	
1817.		Bombardment of Mocha by *Eden*.	
1820.	Dec. 4 to 30.	*Topaze* engaged at Mocha.	
1822.	Dec. 30.	*Eliza* engaged two pirates off Guajaba and took one.	
1823.	Jan. 31.	*Cameleon* and *Naiad* captured Algerine corsair *Tripoli*.	
1823.	Mar. 28.	Boats of *Tyne* and *Thracian* captured *Zarajonaza*.	
1824.		Boats of *Naiad* destroyed a pirate brig at Bona.	
1824.	May 11.	Rangoon captured.	In these operations *Alligator*, *Arachne*, *Boadicea*, *Champion*, *Larne*, *Liffey*, *Sophie*, *Slaney*, *Tamar*, and *Tees*, or parties from them, were engaged.
1824.	Aug. 2.	Tavoy captured.	
1824.	Sept. 2.	Stockades carried at Dalla Creek.	
1824.	Sept. 5.	Enemy repulsed at Thontai.	
1824.	Sept. 21 to 27.	Burmese defeated at Penang.	
1824.	Oct. 6.	Mergui captured.	
1824.	Oct. 7.	Than-ta-Bain captured.	
1824.	Oct. 27 to 30.	Martaban captured and war boats destroyed.	
1824.	Nov. 30 to Dec. 15.	Burmese defeated at Kemmendine.	
1825.	Feb. 5.	Than-ta-Bain captured.	
1825.	Feb. 19.	Paulang captured.	
1825.	Mar. & April.	Donoobew captured.	
1825.	Apr. 25.	Prome occupied.	
1825.	Dec. 25.	Burmese defeated at Prome.	
1826.	Jan. 19.	Melloone captured.	
1826.	Feb. 9.	Pagahm-mew captured.	
1826.	Apr. 6 and 7.	Boats of *Alacrity* took four Greek pirate vessels.	
1827.	Oct. 20.	Battle of Navarino.	
1830.		*Primrose* captured the Spanish slaver *Veloz Passagera*.	
1830.	Apr. 26.	*Black Joke* took the Spanish slaver *Marimerito*.	
1834.	Sept. 7 to 9.	*Imogene* and *Andromache* engaged in the Canton River.	
1836-7.		Carlist War. *Pique*, *Castor* and *Salamander* concerned.	
1836.	May to Oct.	Operations against pirates in Straits of Malacca.	
1839.	Jan. 19.	Capture of Aden by *Volage* and troops.	
1839.	Feb. 2 and 3.	Capture of Kurrachee by *Wellesley*, *Algerine* and troops.	
1839.	Aug. 23.	Capture of Hong-Kong.	
1839.	Sept. 4.	Action with junks at Kowlung.	
1839.	Oct. 1.	Blockade of Canton.	
1839.	Nov. 3.	*Volage* and *Hyacinth* engaged war junks in Canton River.	
1840.	June 28.	Blockade of Canton.	
1840.	July 1.	Batteries at Amoy silenced by *Blonde*.	
1840.	July 4 and 5.	Bombardment of Tinghai and surrender of Chusan.	
1840.	Sept. 10 to 16.	Bombardment of Beyrout by a British squadron.	

1840.	Sept. 11.	Attack on castle of Gebail by *Carysfort* and consorts.
1840.	Sept. 15.	Batroun captured by *Hastings* and consorts.
1840.	Sept. 17.	Caiffa captured by *Castor* and *Pique*.
1840.	Sept. 24.	Tyre captured by *Castor* and *Pique*.
1840.	Sept. 26.	Attack on Tortosa by *Benbow* and consorts.
1840.	Sept. 27.	Sidon captured by *Thunderer* and squadron.
1840.	Oct. 2 to 5.	Removal of gunpowder from Beyrout by parties from *Hastings* and *Edinburgh*.
1840.	Oct. 10.	Fall of Beyrout.
1840.	Nov. 3.	Bombardment and fall of Acre.
1841.	Jan. 26.	Hong-Kong taken possession of.
1841.	Feb. 22.	Destruction of battery at Chuenpee by *Nemesis*, &c.
1841.	Feb. 26.	Bogue Forts stormed and captured.
1841.	Feb. 27 to Mar. 2.	Whampoa Forts stormed and captured.
1841.	Mar. 13 to 15.	Forts and junks in Macao Channel destroyed.
1841.	Mar. 18.	Forts carried and junks destroyed in Canton River.
1841.	May 21 to 25.	Operations at Canton by landing parties supported by the squadron.
1841.	Aug. 26.	Amoy and Kalongsew bombarded and captured.
1841.	Aug. to Oct.	Niger Expedition (*Albert*, *Wilberforce* and *Soudan*).
1841.	Oct. 1.	Capture of batteries and of the town of Tinghai.
1841.	Oct. 10.	Chinhae bombarded and captured.
1841.	Oct. 13.	Ningpo taken possession of.
1841.	Dec. 28.	Destruction of works at Tzekee Tuyao by *Nemesis*, &c.
1842.	Mar. 10.	Destruction of fire-rafts at Chinhae.
1842.	Mar. 10.	Destruction of burning fire-rafts at Ningpo.
1842.	Mar. 15.	Defeat of Chinese troops and gunboats at Tzekee.
1842.	Apr. 14.	Destruction of burning fire-rafts at Chusan.
1842.	May 18.	Capture of Chapoo by landing party from squadron.
1842.	June 13.	British fleet entered the Yang-tse-Kiang.
1842.	June 16.	Bombardment and capture of Woosung.
1842.	June 18.	Shanghai surrendered.
1842.	July 21.	Assault on and capture of Ching-Kiang.
1842.	Aug. 9 to 17.	Nankin blockaded by the British fleet.
1843.	June 8.	Keppel at Paddi, Sarawak.
1843.	June 8.	Pakoo and Rembas destroyed by boats of *Dido*.
1844.	Aug. 7.	Boats of *Dido* destroyed Patusen and Karangan.
1845.	June 18.	Bombardment of Tamatave.
1845.	Aug. 19.	Talbot defeated pirates in Maluda Bay.
1845.	Aug.	Relief of Monte Video.
1845.	Nov. 20.	Defeat of the enemy at Obligado on the Parana.
1845.	Dec. 27 to Jan. 11, 1846.	Operations in New Zealand, Karvitis Pati captured.
1846.	Apr. 6.	*Alecto* engaged at San Lorenzo and Toneloro.
1846.	Apr. 21.	*Lizard* engaged near San Lorenzo.
1846.	May 11.	*Harpy* engaged at San Lorenzo.
1846.	June 4.	*Gorgon* and consorts at San Lorenzo.

1846.	July 7 and 8.	Sir T. Cochrane at Pulo Bungore and Bruné.
1846.	July.	Colonia captured.
1847.	Apr. 3.	*Vulcan* and consorts attacked Bogue Forts.
1847.	Apr. 5.	Bogue Forts captured.
1848.	Feb. 12.	*Alarm* and *Vixen* captured Fort Serapaqui, Nicaragna.
1849.		Riff Coast Expedition.
1851.	Nov. 6.	British, with Naval Brigade, defeated at Water Kloeff.
1851.	Dec. 26 to 27.	Capture of Lagos by *Bloodhound*, *Teazer* and boats.
1852.	Apr. 5.	Storming of Martaban.
1852.	Apr. 11.	Dallah Stockades.
1852.	Apr. 14.	Rangoon stormed.
1852.	May 19.	Bassein stormed.
1852.	June 4.	Pegu captured.
1852.	July 9.	Prome captured.
1852.	Sept. 30.	Operations at Metha.
1852.	Oct. 9.	Attack on Prome.
1852.	Nov.	Operations in Irrawaddy.
1852.	Nov. 21 to Dec. 10.	Pegu re-captured.
		In these and the other operations of the second Burmese war *Bittern*, *Cleopatra*, *Contest*, *Fox*, *Hastings*, *Hermes*, *Rattler*, *Salamander*, *Spartan*, *Sphinx*, *Styx*, *Serpent* and *Winchester*, took part or were represented.
1852.	Dec. 20.	Caffres defeated. (Naval Brigade ashore.)
1853.	Jan 21 to Feb. 3	Operations in the River Bassein.
1853.	Jan. 27.	Engagement at Beling.
1853.	Feb. 4.	British defeated near Donoobew.
1854.	Apr.	*Retribution* and *Niger* blockaded Odessa.
1854.	Apr.	*Furious* with a flag of truce was fired upon at Odessa.
1854.	Apr. 3 to 5.	Attack on Shanghai by *Encounter* and *Grecian*.
1854.	Apr. 22.	Odessa bombarded by *Samson*, *Niger*, *Terrible*, &c.
1854.	May 12.	*Tiger* ran aground and was destroyed near Odessa.
1854.	May 19.	*Agamemnon* attacked Redoubt Kaleh.
1854.	May 20.	Bombardment of Eckness by *Arrogant* and *Hecla*.
1854.	May 22.	Attack on Forts at Hango Head by *Dragon* and others.
1854.	May 26.	*Fury* in disguise made a reconnaissance at Sevastopol.
1854.	May.	*Amphion* captured Russian merchant vessels.
1854.	May.	Gulf of Riga blockaded by *Amphion* and *Conflict*.
1854.	May.	Thirty-four vessels destroyed in the Gulf of Bothnia.
1854.	June 1.	The Danube blockaded.
1854.	June 2.	Troops harrassed by *Niger* at Adjalick Lake.
1854.	June 7.	Unsuccessful attack on Gamla Carleby, Gulf of Finland.
1854.	June 7.	Ineffectual attack on Bomasund by *Hecla*, *Odin* and *Valorous*.
1854.	June 26.	Recapture of *Cuthbert Young* by the *Prometheus*.
1854.	June 27 to 29.	Attack on Sulina batteries by *Firebrand* and *Vesuvius*.
1854.	July 8.	Sulina batteries destroyed.
1854.	July 18.	Destruction of batteries at Solovetskoi Island.
1854.	July 24.	Bomarsund blockaded.
1854.	Aug. 13 to 16.	Bomarsund bombarded and taken by squadron.

1854.	Aug.	*Miranda* defeated Russian garrison at Kola.
1854.	Aug. 31 to Sept. 4	Unsuccessful attack on Petropaulooski by *President*, &c.
1854.	Sept. 13.	Eupatoria surrendered to the allies.
1854.	Sept. 18.	Royal Marines disembarked at Eupatoria.
1854.	Sept. to Dec.	Defence of Eupatoria. (Naval force ashore.)
1854.	Oct. 1 to 3.	Seamen and marines landed at Balaclava.
1854.	Oct. 4.	Attack on Fort Nicolaief by *Sidon* and *Inflexible*.
1854.	Oct. 17 to Sept. 7, 1855.	Bombardment of Sevastopol: especially on 17—24 Oct., 1854, and 9—28 Apr., 6—10 June, 16—17 June, 16—19 July, 6—9 Aug., and 5—7 Sept., 1855.
1854.	Oct.	Operations on the West Coast of Africa.
1854.	Nov.	Operations in Macao River by O'Callaghan.
1854.	Nov. 2.	Destruction of junks in Tym-Moon Bay
1854.	Nov. 3.	Destruction of junks at Tyloo.
1854.	Nov. 12.	Destruction of fort at Dshmetic by *Tribune*, &c.
1854.	Nov. 13.	Battery carried and junks destroyed in Coulan Bay.
1855.	Feb. 1.	Black Sea ports blockaded.
1855.	Feb. 17.	Support of Turkish troops in defence of Eupatoria.
1855.	Feb.	Straits of Kertch blockaded.
1855.	Feb. 22 to 24.	Troops defeated at Anapa by *Leopard* and boats.
1855.	Mar. 8.	*Viper* destroyed fort and stores at Djimiteia.
1855.	Mar. 13.	Attack on Soujak Kaleh by *Leopard* and consorts.
1855.	Apr.	Coast of Courland blockaded.
1855.	May 24.	Straits of Kertch forced. *Snake* specially distinguished.
1855.	May 25.	Squadron forced Straits of Yenikale.
1855.	May 26.	Destruction of vessels and grain at Berdiansk.
1855.	May 26.	Capture of vessels off Hango Head by *Cossack* and *Esk*.
1855.	May 27.	*Magicienne* destroyed two galliots in Biskopa Bay.
1855.	May 28.	Attack on Arabat by the British squadron.
1855.	May 29.	Destruction of vessels and stores at Genitchi.
1855.	June 3.	Destruction of stores at Taganrog.
1855.	June 5.	Capture of Marianpol by boats of squadron.
1855.	June 5.	Boat's crew of *Cossack* massacred by Russians at Hango Head.
1855.	June 6.	Surrender of Gheisk, Sea of Azoff.
1855.	June 6 to 7.	Dispersion of troops at Kansiala Bay by *Magicienne*.
1855.	June 9.	Defeat of Cossacks by *Ardent* at Kiten
1855.	June 14.	*Basilisk* destroyed ten grain-boats.
1855.	June 15.	Coast of Finland blockaded.
1855.	June 17.	Engagement with batteries in Narva Bay.
1855.	June 18.	Bombardment of Narva by *Blenheim*, *Snap* and *Pincher*.
1855.	June 20.	Attempt by *Snapper* to capture boats at Nargen.
1855.	June 20.	Destruction of Fort of Roshensalm by *Arrogant*, &c.
1855.	June 20.	Destruction of five sloops at Pernau by British boats.
1855.	June 22.	Batteries at Sandham, Storholm, and Ertholm engaged.
1855.	June 22.	Repulse of Cossacks at Kamishwa by *Vesuvius*.
1855.	June 23 and 24.	Capture of 47 vessels at Nystadt by boats of *Harrier*.

1855.	June 24.	Petrouski forts silenced by *Vesuvius*.
1855.	June 27.	Destruction of stores at Genitchi.
1855.	June 27.	Destruction of batteries at Christenestad.
1855.	June 30.	*Ruby*, &c., destroyed 29 vessels at Werolax Bay.
1855.	July	*Jasper* on shore at Krivaia, and abandoned.
1855.	July	*Ardent* destroyed stores near Genitchi.
1855.	July 2.	Boats of *Driver* and *Harrier* at Raumo.
1855.	July 3.	Bridge at Genitchi destroyed by *Beagle* and *Vesuvius*.
1855.	July 3.	Stores near Genitchi destroyed.
1855.	July 5.	Defeat of Cossacks and destruction of Fort Svartholm.
1855.	July 9 to 13.	Destruction of salt boats at Bogs Karin Beacon.
1855.	July 12.	Gulf of Bothnia blockaded.
1855.	July 13.	Salt boats in Siele Sound destroyed by *Basilisk*.
1855.	July 13.	Attack on *Viborg* by *Ruby* and boats of other ships.
1855.	July 15 to 19.	Destruction of stores, &c., by *Vesuvius* and gunboats.
1855.	July 17.	*Basilisk* and *Ruby* engaged batteries at Riga.
1855.	July 21.	Attack on batteries at Fredericksham.
1855.	July 22.	Granaries at Berdiansk destroyed by *Vesuvius*, &c.
1855.	July 23.	Arensburg taken by boats of *Archer* and *Desperate*.
1855.	July 24.	Shipping and Town of Raumo destroyed.
1855.	July 26.	Kotka Island taken by *Arrogant* and consorts.
1855.	July 30.	Troops dispersed at Windan by *Archer* and *Conflict*.
1855.	Aug. 1 to 8.	Magazines and shipping at Brandon destroyed.
1855.	Aug. 5.	Capture of guns at Taganrog by parties from *Vesuvius*, &c.
1855.	Aug. 6 and 7.	Barracks and stores destroyed at Petrushena.
1855.	Aug. 6.	Repulse of cavalry near Domeness.
1855.	Aug. 7.	Telegraph stations, etc., at Tolbourkin destroyed.
1855.	Aug. 10.	*Hawke* and *Desperate* engaged at mouth of Dwina.
1855.	Aug. 9 to 11.	Bombardment of Sveaborg by the fleet.
1855.	Aug. 14.	Troops repulsed and vessels destroyed near Domeness.
1855.	Aug. 15.	*Jackdaw* and *Ruby* and boats of *Pylades* took four vessels.
1855.	Aug. 16.	*Imperieuse* and consorts at Tolboukin.
1855.	Aug. 23.	Camp and trenches shelled at Genitchi.
1855.	Aug. 23 and 24.	Stores destroyed at Kiril and Gorelia.
1855.	Aug. 27.	Enemy repulsed near Genitchi.
1855.	Aug. 27.	Enemy dispersed and stores destroyed at Kiril.
1855.	Aug. 30 and 31.	Bridge and stores in Bay of Arabat destroyed.
1855.	Aug. 31.	Stores near Marianpol destroyed by *Wrangler*, &c.
1855.	Aug. 31.	Reconnaissance of Taganrog by *Grinder*, under fire.
1855.	Sept. 2.	Engagement with batteries at Gamla Carleby.
1855.	Sept. 6.	Boat of *Bulldog* took two schooners.
1855.	Sept. 8.	Sevastopol taken.
1855.	Sept. 12.	Transports destroyed in Bay of Virta Nemi.
1855.	Sept. 12.	Pernau surrendered to *Hawke* and consorts.
1855.	Sept. 13.	Forage, &c., at Perebond destroyed by *Cracker's* boats.
1855.	Sept. 18.	Destruction of vessels at Hummeliski by boats of *Nile*.

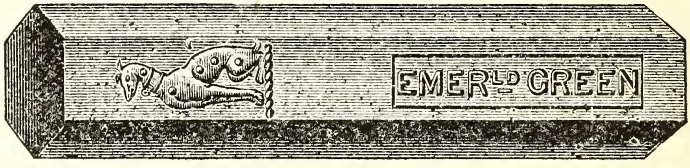
1855.	Sept. 19.	Naval Brigade re-embarked at Sevastopol.
1855.	Sept. 20.	Battery at Dwinaminde engaged by *Gorgon*.
1855.	Sept. 24.	Road and bridge at Temriouk destroyed by squadron.
1855.	Sept. 24 to Oct. 3.	Capture of Tamari and Fanagoria.
1855.	Sept. 26 to Oct. 5	*Blenheim* and consorts at Hango and Eckness.
1855.	Sept. 27.	*Archer* and consorts at Forts Comet and Dwinaminde.
1855.	Sept. 30.	Cossacks dispersed near Libau by *Conflict*.
1855.	Oct. 3.	*Archer* and *Desperate* destroyed vessels in River Rua.
1855.	Oct. 10.	Corn in River Salgir destroyed by party from *Weser*.
1855.	Oct. 14.	Entrance into Dnieper Bay forced.
1855.	Oct. 15.	*Recruit* destroyed boats at Crooked Spit.
1855.	Oct. 17.	Bombardment and capture of Kinburn.
1855.	Oct. 18.	Boats destroyed by *Recruit* at White House Spit.
1855.	Oct. 20.	*Ardent* dispersed cavalry at Crooked Spit.
1855.	Oct. 24.	*Vesuvius* dispersed enemy at Bielosarai Spit.
1855.	Oct. 24.	*Recruit* destroyed fishing and boats at Marianpol.
1855.	Nov. 3 to 6.	Defeat of Russian troops at Vodina, &c.
1855.	Nov. 4.	Corn destroyed under fire at Gheisk.
1856.	Oct. 23 to 26.	Capture of Canton Forts by British squadron.
1856.	Oct. 27.	Canton breached and entered.
1856.	Nov. 6.	French Folly fort bombarded and junks destroyed.
1856.	Nov. 11 to 13.	Bogue and Anunghoy forts captured.
1856.	Dec. 5.	*Sampson* destroyed five piratical boats.
1856.	Dec. 6.	French Folly fort captured.
1856.	Dec. to Apr. 1857.	Persian War. A few Naval officers employed.
1857.	Jan.	Unsuccessful attack by Chinese on Macao Fort.
1857.	Jan.	Squadron repulsed junks in Macao Channel.
1857.	May 25.	Squadron destroyed war junks in Escape Creek.
1857.	May 27.	Boats of squadron in Sawshee Channel.
1857.	June 1.	Destruction of war junks in Fatshan Creek.
1857.	June 18.	Surrender of Chuenpee Fort.
1857.	Aug.	Marines from *Sans Pareil* landed at Fort William.
1857.	Aug. 13.	Marines and seamen from *Shannon* sent up Ganges.
1857.	Sept. 12.	Brigade from *Pearl* sent up the Ganges.
1857.	Nov. 16 and 17.	Relief of Lucknow : Brigade from *Shannon*.
1857.	Dec. 28 and 29.	Sir M. Seymour bombarded and took Canton.
1857-61.		Operations against slave dhows in Persian Gulf.
1858.	Jan. and Feb.	Operations on West Coast of Africa.
1858.	Jan. 5.	Canton entered and Commissioner Yeh taken
1858.	May 20.	Taku Forts destroyed by Sir M. Seymour.
1858.	June 15.	Massacre at Jeddah.
1858.	July 25 and 26.	Bombardment of Jeddah by Commodore Pullen.
1858.	Aug. 4.	*Staunch* attacked pirate junks at Taon Pung.

1858.	Aug. 11 and 12.	Capture of Namtao.
1858.	Aug. 22.	Cresswell destroyed or took junks at Sing Ting.
1858.	Aug. 26 to Sept. 3.	Operations by *Magicienne*, *Inflexible*, *Plover* and *Algerine* against pirates near Coulan.
1858.	Nov.	Nankin bombarded and batteries destroyed.
1858.	Nov.	Chinese rebels defeated at Nyan King.
1859.	June 25 and 26.	Attempt to force passage of Peiho. *Cormorant*, *Plover*, and *Lee* lost.
1860.	Mar. 28.	Brigade from *Niger* took a Pah at Omata.
1860.	Aug.	Battery at Tangkoo stormed; junks destroyed.
1860.	Aug. 21.	Capture of Taku Forts by British squadron.
1860.	Aug. 23.	Surrender of Tienstsin to *Coromandel*, &c.
1861.	Apr. 25.	Battle of Saba.
1861.	Apr. 26.	Enemy defeated at Porto Novo. *Brune*, *Bloodhound*, and *Alecto* engaged.
1861.	Dec. 10.	Attack on Massougha.
1861.	Dec. 19.	Attack on Madonika.
1862.	May 1.	Ningpo stormed and carried: Naval brigade ashore.
1862.	May 12.	Tsingpoo stormed.
1862.	May 17.	Najaor captured.
1862.	Oct. 24.	Kahding stormed and captured.
1863.	Aug. 1.	Reconnaissance of Paparoa. (Brigade from *Harrier*.)
1863.	Aug. 15.	Kuper bombarded Kagosima.
1863.	Nov. 16 to 25.	*Miranda* and *Esk* in Thames, New Zealand.
1863.	Nov. 20.	Capture of Rangairi, New Zealand.
1864.	Feb. 21 and 22	Maories defeated at Te Awamuta and Rangiawhia.
1864.	Apr. 28.	Maketu shelled by *Falcon* and evacuated.
1864.	Apr. 29.	Assault on Te Papa: Brigade repulsed.
1864.	Sep. 5 and 6.	Attack by the fleet on Simono Seki.
1865.	May 12	Boats of *Wasp* captured a slave dhow.
1866.		Attack on Katif Forts, Persian Gulf.
1868.	Apr. 10.	Enemy defeated at Arogie: Naval brigade ashore.
1868.	Apr. 13.	Capture of Magdala; party from *Dryad* and *Satellite*.
1868.	Nov.	Occupation of Yangchow.
1871.		Actions with Malay pirates.
1872.		Destruction of Carang Carang.
1873.		Actions with Chusan pirates.
1873.	June 13.	Defeat of Ashantees at Elmina.
1873.	Aug.	Boat expedition up river Prah.
1873.	Oct. 14.	Enemy routed at Essaman.
1873.	Oct. 14.	Akimfoo and Ampenee destroyed.
1873.	Oct. 27 to Nov. 3	Ashantees defeated at Dunquah.
1873.	Oct. 27 and 28	March to Assayboo, etc.: Naval brigade ashore.
1873.	Oct. 28.	Bootry shelled and fired by *Argus* and *Decoy*.
1873.	Nov. 5.	Attack on Abrakrampa repulsed.
1874.	Jan. 29.	Borumassie captured.
1874.	Jan. 31.	Capture of Amoaful.

1874.	Feb. 1.	Ashantees defeated at Becquah.
1874.	Feb. 4.	Ordashu carried and Coomassie taken.
1875.		Operations at and capture of Mombasa.
1875.	Aug. and Sep.	Expedition against Congo pirates.
1875.	Nov. 2 to 15	Enemy defeated at Passir Sala, Perak.
1875.	Nov. and Dec.	Brigade from *Thistle* in Sunghie and Lakut rivers.
1875.	Dec. 13.	Brigade from *Modeste*, etc., in Laroot river.
1875.	Dec. 14 to 17	Capture of Kinta : brigade from *Modeste* and *Ringdove*.
1876.		Operations against Niger pirates, etc.
1876.	Jan. 4.	Malays defeated at Kotolama : Philomel's brigade.
1876.	Jan. 4-6.	Naval brigade at Blanga.
1877.		Operations against Dahomey.
1877.	May 29	*Shah* and *Amethyst* engaged *Huascar* off Ilo.
1878.	Feb. 7.	Battle of Guintana : *Active's* brigade.
1878.	Nov. 19.	Naval Brigade landed at Durban.
		Operations against South Sea Islanders.
1879.	Jan. 22.	Zulus defeated at Ineyzane.
1879.	Jan. 24 to April 3	Brigade from *Active* confined in Ekowe.
1879.	April 3.	Relief of Ekowe : brigade from *Boadicea*, &c.
1881.	Jan. 28.	British repulsed at Laing's Nek : *Flora's* brigade.
1881.	Feb. 27.	British defeated at Majuba Hill : Naval brigade ashore.
1881.	Dec. 5.	Attack on slave dhow by boats of *London* at Pemba.
1882.	July 11.	Bombardment of Alexandria.
1882.	July 13 to 17	Ras-el-Teen occupied : Naval brigade ashore.
1882.	Aug. 2.	Occupation of Suez by a Naval brigade.
1882.	Aug. 5.	Engagement at Malaha Junction.
1882.	Aug. 12.	Party from *Hecla* destroyed warlike stores.
1882.	Aug. 12 to 13	Occupation of Mex Lines by a Naval brigade.
1882.	Aug. 20	Suez Canal occupied by a Naval brigade.
1882.	Aug. 20.	Occupation of Port Said by a Naval brigade.
1882.	Aug. 20.	Occupation of Kantara by a Naval brigade.
1882.	Aug. 20.	Occupation of Chalouf by a Naval brigade.
1882.	Aug. 21.	Occupation of Ismailia and Nefiche.
1882.	Aug. 24.	Action at Tel-el-Mahuta : party from *Orion*, &c.
1882.	Aug. 28.	Skirmish at Kassassin.
1882.	Sept. 13.	Defeat of Egyptians at Tel-el-Kebir : Naval brigade.
1882.	Sept. 21.	Mouths of the Nile blockaded.
1884.	Feb. and March	Alexandria and Ramleh garrisoned by Navy.
1884.	Feb. and March	Troops, seamen, and marines at Suakin and Trinkitat.
1884.	Feb 29.	Battle of El-Teb : Naval brigade present.
1884.	Mar. 11.	Advance to Tamanieb.
1884.	Mar. 13.	Battle of Tamai : Naval brigade present.

1884.	Mar. 26 to May 14 1885.	Defence of Suakin. Numerous ships employed.
1885.	Jan. 17.	Engagement at Ablu Klea Wells.
1885.	Jan. 19.	Battle of Abu Klea.
1885.	Jan. 21.	Reconnaissance of Matemneh.
1885.	Jan. 22.	Bombardment of Shendy.
1885.	Feb. 3 to 4	Lord Charles Beresford at Wad Habeshi.
1885.	Feb. 10.	Action at Kirbekan.
1885.	Mar. 22.	Action at To Frik : Naval brigade present.
1885.	April 2 to 3	Advance to Tamai : Naval brigade present.
1885.	Nov. 14	Boats of *Turquoise* captured a Burmese war-ship.
1885.	Nov. 23	Naval brigade captured Mayaugyan.
1886.	May 8 to June 7	Blockade of Greek Ports.
1887.	May 30.	Pinnace of the *Turquoise* captured a slave-dhow.
1889		Blockade of the Zanzibar coast.

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BLAKE GALLERY.

201 **King Henry VIII.** in the Harry Grâce-a-Dieu, on his way to Calais, preparatory to meeting Francis I. of France, 1520. By DOMINIC SERRES, R.A. *Lent by the Lords Commissioners of the Admiralty.*

202 **Men-of-War Saluting,** Temp. Henry VIII. By MONAMY SWAINE. *Lent by H. J. Murcott, Esq.*

203 **Thomas Howard, 3rd Duke of Norfolk, K.G.,** Lord High Admiral. (1473-1554.) By HOLBEIN.
Born, 1473. Is said to have assisted in the capture and death of Andrew Barton, a noted Scotch pirate. Appointed Lord High Admiral, 1513. Commanded, under his father, at the battle of Flodden. Lord Lieutenant of Ireland, 1520. Succeeded as 3rd Duke of Norfolk, 1524. Died, 1554. *Lent by the Duke of Norfolk, K.G.*

204 **Frigate standing out of Portsmouth Harbour.** By W. VAN DE VELDE.
Lent by Admiral Cornish Bowden.

205 **The Last Days of the Great Harry.**
Lent by George Palmer, Esq.

206 **Peter Pett.**
Master builder of the Navy in the time of Queen Mary and of Queen Elizabeth, by whom the arms shown in the picture were granted in 1583. *Lent by Captain the Hon. J. Manners Yorke, R.N.*

207 **Ancient Sea Piece of the Sixteenth Century.** By L. D. MAN.
Lent by the Rev. F. Paget Wilkinson.

208 **George Clifford, Earl of Cumberland, K.G.** (1558-1605.) Unknown.
Born, 1558. Graduated as M.A. at Cambridge in 1576. Commanded the Elizabeth Bonadventure against the "Invincible" Armada in 1588, and was sent from the fleet to carry the news of the victory off Gravelines to the Queen. It was probably on that occasion that she gave him her glove, which he afterwards wore in the front of his hat. Equipped and commanded numerous expeditions against the Spaniards. Died, 1605.
Lent by the Trustees of the National Portrait Gallery.

209 **Sir Walter Ralegh.** (1552-1618.) By F. ZUCHARO.
Born, 1552. Took an active share in the early attempts to colonize Virginia. One of the Council for the defence of the country in 1588. Took part in several expeditions against the Spaniards. Discovered Guiana in 1595. Commanded the Warspite at the sack of Cadiz in 1596. In 1603 tried for high treason and condemned to death. After fourteen years' imprisonment in the Tower, he was permitted to undertake a voyage to Guiana, in search of a reported gold mine. On his return without success, he was executed, on the old sentence, 1618.
Lent by the Trustees of the National Portrait Gallery.

210 **The Henri Grace-a-Dieu.**
This picture was hanging in Canterbury Cathedral, and was given by the Dean and Chapter to Sir John Norris, Admiral of the Fleet, temp. George II. *Lent by H. C. Norris, Esq.*

211 **Embarkation of Henry VIII. from Dover,** on 31st May, 1520, to meet Francis I. at the Field of the Cloth of Gold. By V. VOLPE. (From Hampton Court Palace.) *Lent by Her Majesty the Queen.*

212 **Defeat of the Spanish Armada, 1588.** By P. J. DE LOUTHERBOURG, R.A.
The "Invincible" Armada, equipped in Spain for the invasion of England, was met off Plymouth on 21st July, 1588, by the fleet under Lord Howard of Effingham (afterwards Earl of Nottingham), with Drake and Hawkyns as his Vice and Rear-Admirals; and after a running fight up the Channel, was attacked with fire ships off Calais and thrown into confusion on the night of the 28th. The fight was continued vigorously on the following day, and the defeated ships were pursued by Howard as far as the coast of Scotland. The Armada afterwards encountered a violent gale, in which many of the remaining vessels were lost, and scarcely more than a third of the fleet ever returned to Spain.
Lent by the Lords Commissioners of the Admiralty.

213 **Robert Devereux, 2nd Earl of Essex.** (1567-1601.) By F. ZUCHARO.
Born, 1567. Took part as a volunteer in Drake's Expedition to Portugal in 1589, but was recalled by the Queen. Commanded an expedition to Normandy in 1591; and the land forces at the taking of Cadiz in 1596. In 1597 commanded the expedition to the Azores, known as "the Islands' Voyage." Lieutenant and Governor-General of Ireland, 1599. Executed on a charge of treason and rebellion, 1601.
Lent by the Earl of Warwick.

214 **H.M.S. Tiger,** commanded by Charles, Lord Berkeley. By VAN DE VELDE. *Lent by Colonel H. Armytage.*

214A **The Great Harry.** *Lent by Miss M. E. Aryes.*

215 **Fire Ship after Armada Period.** By MONS. A. RAGON.
Lent by Mons. A. Ragon.

216 **Capture of a Spanish Galleon.** By MONS. A. RAGON.
Lent by Mons. A. Ragon.

217 **Sir Francis Drake, Kt.** (1540-1596.) By F. ZUCHARO.
Born about 1540. With his kinsman, John Hawkyns, at Vera Cruz in 1568. Took Nombre de Dios and sacked Venta Cruz, 1572-3 Led an expedition to the Pacific through the Straits of Magellan in 1578, and returned to England by the Cape of Good Hope in 1580, "very richly fraught with gold, silver, silk, pearls, and precious stones." Commanded an expedition to the West Indies, and sacked Cartagena, on the Spanish Main, in 1585. Burnt the King of Spain's ships in Cadiz in 1587. Commanded, under the Lord Admiral, against the "Invincible" Armada in 1588. Commanded an expedition to the coast of Portugal in 1589; and again to the West Indies in 1595. Died off Porto Bello, 28th January, 1596. Buried at sea.

"England his hart, his corps the waters have,
And that which raysed his fame became his grave."

Lent by Lady Eliott-Drake.

218 **Thomas Cavendish.** (1555-1592.) By MYTENS.
Born about 1555. Commanded an expedition to the South Seas in 1586, which, after great success against the Spaniards, circumnavigated the globe and returned home in 1588. In 1591 sailed for a second voyage round the world; but having lost many men by sickness, was compelled to turn homewards. Died at sea, 1592.

The figure on the right, looking at the picture, is Cavendish.

Lent by the Earl of Lothian.

219 **Sir John Hawkyns, Kt.** (1532-1595.) By F. ZUCHARO.
Born, 1532. After several trading and smuggling voyages to the Spanish Main, was caught at Vera Cruz in 1568 by a large Spanish fleet; and escaped with great difficulty, and the loss of most of his ships and treasure. Treasurer of the Navy, 1573, and continuously employed for many years in building and equipping the Queen's ships. Commanded as a Rear Admiral in 1588 against the "Invincible" Armada, and was knighted by Lord Howard, the Lord Admiral, on the deck of the Ark. In conjunction with Sir Martin Frobiser, commanded an expedition to the coast of Portugal in 1590; and again in 1595, with Sir Francis Drake, an expedition to the West Indies. Died off Porto Rico, 12th November, 1595.

Lent by C. Stuart Hawkins, Esq.

220 **Sir Hugh Willoughby.**
Commanded an expedition of three ships sent out in 1553, with the object of discovering a north-east passage to Cathay. After visiting the coast of Nova Zembla, he was forced to put into Arzina, a harbour on the coast of Lapland, and was there frozen to death with the whole of the crews of his ships, early in 1554. *Lent by Lord Middleton.*

221 **The Spanish Armada,** under the Duke of Medina Sidonia, driven out of Calais Roads by Fire Ships, and afterwards attacked by the English Fleet under Lord Howard, Drake, Frobiser, Hawkyns, &c., 1588. By Admiral R. B. BEECHEY.

Lent by Admiral R. B. Beechey.

222 **Charles Howard, Earl of Nottingham, K.G.,** Lord Admiral. (1536-1624.)

Born, 1536. General of Horse, 1569. Admiral, 1570. Lord Howard of Effingham, by the death of his father in 1573. Knight of the Garter and Lord Chamberlain, 1574. Lord Admiral of England, 1585. Commissioner for the trial of Mary, Queen of Scots, 1586. Lieutenant-General and Commander-in-Chief "of the navy and army prepared to the seas against Spain," Dec. 1587. Commander-in-Chief against the "Invincible" Armada, 1588, and at the sack of Cadiz, 1596. Created Earl of Nottingham, 1597. Lord Lieutenant-General of all England, 1599. Ambassador Extraordinary to Spain, 1605. Died, 1624.

Lent by the Duke of Norfolk, K.G.

223 **The Surrender.** By SEYMOUR LUCAS, A.R.A.

Don Pedro de Valdez delivering his sword to Sir Francis Drake.

"I fell in (God be thanked!) with Valdez's great galleon and in it good booty, which the Dons, his fellows, had left behind, like faithful and valiant comrades, and the Lord Howard let slip past him, thinking her deserted by her crew. I have sent to Dartmouth a sight of noblemen and gentlemen, may be a half hundred, and Valdez himself, who, when I sent my pinnace aboard, must needs stand on his punctillios and propose conditions. I answered him, I had no time to tell with him; if he would needs die, then I was the very man for him; if he would live, then *buena guerra*. He sends again, boasting that he was Don Pedro Valdez, and that it stood not with his honour and that of the Dons in his Company. I replied, for my part, I was Francis Drake, and my matches burning."—*Kingsley.*

Lent by John Paddon, Esq.

224 **Sir Martin Frobiser.** (1535-1594.) By CORNELIUS KETEL.

Born about 1535. After several years of adventurous trading in the Levant and on the coast of Africa, commanded in three several voyages in search of the North West Passage. Captain of the Primrose in Sir Francis Drake's expedition to the West Indies in 1585, and of the Triumph against the "Invincible" Armada in 1588. Knighted by the Lord Admiral on the deck of the Ark. In 1590 commanded under Sir John Hawkyns in an expedition to the coast of Portugal. Mortally wounded in the attack on Crozon, 1594.

Lent by the Trustees of the Bodleian Library, Oxford.

225 **Sir Richard Leveson, Knt.** (1570-1605.) By H. VANDYCK.

Born, 1570. Served against the "Invincible" Armada in 1588, and in many Expeditions against the Spaniards, including the sack of Cadiz in 1596, when he was knighted, and "the Islands' Voyage" in 1597. In 1602 he commanded a squadron on the Coast of Spain, and captured a rich galleon from under the batteries of Cezimbra. Admiral of the Narrow Seas and Vice-Admiral of England.

Lent by the Duke of Sutherland, K.G.

226 **Our Last Shot at the Spanish Armada.** Painted by FRANK BADEN-POWELL.

Lord Howard of Effingham, Lord High Admiral of the British Fleet, in the Ark Royal, of 800 tons, supported by the Squadron under Drake and Frobiser, drove the flying Spaniards as far North as latitude 56 in the North sea, and gave orders then for his fleet to desist from the chase, and to beat back to England; seeing that the fury of the rising gale was bound to complete the destruction of the Armada.

Lent by Lieut. Warrington Baden-Powell, R.N.R.

227 **Robert Blake,** Admiral and General at Sea. (1599-1657.) Unknown.
Born 1599. After graduating at Oxford, was engaged in commercial pursuits till the outbreak of the Civil War. Distinguished himself in the Parliamentary army, and after the death of the king in 1649 was appointed one of the Generals at Sea. Burnt Prince Rupert's ships at Cartagena in November, 1650. Reduced the Scilly Islands and Jersey, 1651. Commanded the fleet against the Dutch in 1652-4. Severely wounded in the battle of Portland, 18th February, 1653. Reduced the pirates of Tunis and Algiers, 1655. Destroyed the shipping at Santa Cruz, 1657. Died 7th August, 1657. Was buried in Westminster Abbey; but after the Restoration his body was dug up and thrown into a common hole dug in the churchyard of St. Margaret's.
Lent by the Rev. W. H. C. Ruddock.

227A **Frigate of Early 18th Century.** *Lent by W. Wakeford.*

228 **Sir John Penington.** (-1646.) By H. VANDYCK.
Admiral of the Fleet and Vice-Admiral of England in the reign of Charles I. *Lent by Mrs. W. Willes.*

229 **The Four Day's Fight,** in June, 1666. By W. VAN DE VELDE.
Fifteen ships are engaged in close combat. In the foreground Prince Rupert's ship, distinguished by the Royal Standard, is in conflict with the Dutch Admiral. Right and left are ships burning to the water's edge, others are foundering, while in the centre foreground a boat is rescuing numerous people from drowning.
Lent by Messrs. J. Gates & Son.

230 **Battle Scene.** By W. VAN DE VELDE.
Lent by Edward F. Devenish Walshe, Esq.

231 **Admiral Sir John Lawson.** (-1665.) By SIR P. LELY, Bart.
Served in the Parliamentary Army and Fleet during the Civil War. Commanded the Centurion in the North Sea, in 1650; and with Penn in the Mediterranean. Commanded, 1652, the Fairfax, 62 guns, and for his good services was appointed Rear-Admiral of England. Vice-Admiral of the Red Squadron at Portland, 18th February, 1653; Admiral of the Blue Squadron in the actions of June and of July; Vice-Admiral of England the same year. In 1661 reduced the Barbary States to subjection. In 1665, Vice-Admiral of the Red Squadron under the Duke of York; was wounded in the knee on the 3rd June in action with the Dutch, of which wound he died at Greenwich on the 25th June. Buried at St. Dunstan's-in-the-East on the 2nd July. *Lent by the Lords Commissioners of the Admiralty.*

232 **Sir John Leake, Kt.,** Admiral of the Fleet. (1656-1720.) By SIR GODFREY KNELLER, Bart.
Born, 1656. Captain 1689, and in command of the Dartmouth frigate, relieved Londonderry, 28th July. Commanded the Eagle of 70 guns at the battle of Barfleur, in 1692. Rear-Admiral, 1702. Vice-Admiral, 1703. Knighted, 1704, and in command of the van at Malaga. Commander-in-Chief in the Mediterranean, 1705-7. Admiral, 1707. Admiral of the Fleet, 1708. First Lord of the Admiralty, 1710. Died, 1720. *Lent by S. Martin Leake, Esq.*

233 **Richard Deane,** Admiral and General-at-Sea. (1610-1653). By ROBERT WALKER.

Born, 1610. Served with distinction in the Parliamentary Army, and on the death of the King in 1649 was appointed one of the Generals-at-Sea. In 1653 commanded against the Dutch, jointly with Blake and Monck, and was killed in the battle of 3rd June, 1653.

Lent by the Earl of Dartmouth.

234 **Embarkation of Charles II.** at the Hague, May 23rd, 1660.

Lent by T. Lyon Thurlow, Esq.

235 **Admiral Sir George Ayscue.** By SIR P. LELY, Bart.

Knighted by Charles I. Captain, 1646. Appointed, 1649, "for his fidelity and good affection to the Parliament," Admiral of the Fleet in the Irish Seas. Commanded the expedition against the West India Islands, which had declared for the King; and on his return, fought a stubborn action with the Dutch Fleet under De Ruyter, off Plymouth, 16th August, 1652. Vice Admiral of the Blue Squadron under the Duke of York, in the action with the Dutch Fleet on the 3rd June, 1665. Admiral of the White under Prince Rupert and the Duke of Albemarle, and taken prisoner by the Dutch in 1666, the Royal Prince, which bore his flag, having grounded on the Galloper. Time and place of his death not known. *Lent by the Lords Commissioners of the Admiralty.*

236 **Algernon Percy, Earl of Northumberland,** Lord High Admiral. (1602-1668.) By VANDYCK.

Born, 1602. Appointed, 21st May, 1638, Admiral, Custos-Maris, Captain-General, and Governor of the Fleet, which office he held until 1642. Died, 1668. *Lent by the Earl of Essex.*

237 **Admiral Sir Thomas Tyddiman.*** (-1668.) By SIR PETER LELY, Bart.

Appointed immediately after the Restoration to be captain of the Resolution. In 1664 Rear-Admiral in command of a squadron in the Channel, on the outbreak of the Dutch War. Served as a flag-officer in most of the actions of the war; and, in particular, conducted the attack upon the shipping in Bergen, where he was repulsed. Died, 1668. *Lent by the Lords Commissioners of the Admiralty.*

*This portrait and those numbered 235, 238, 240, 242, 243, 244, 245, 246, 247, 248, 249, form the series of valuable pictures mentioned in "Pepys' Diary" (1666), vol. ii., p. 385, as follows:—"To Mr. Lilly's, the painter's, and there saw the heads—some finished, and all begun—of the flagg men in the late great fight with the Duke of York against the Dutch. The Duke of York hath them done to hang in his chamber, and very finely they are done indeed. Here are the Prince's (Rupert), Sir George Asku's, Sir Thomas Teddiman's, Sir Christopher Mings, Sir Joseph Jordan, Sir William Berkeley, Sir Thomas Allen, and Captain Harman's, as also the Duke of Albemarle's; and will be my Lord Sandwich's, Sir W. Penn's, and Sir Jeremy Smith's."

238 **Vice-Admiral Sir Christopher Myngs.** (-1666.) By SIR PETER LELY, Bart.

Served as Captain in the first Dutch war. Vice-Admiral of the White in the action of 3rd June, 1665. On the 4th June, 1666, when gallantly leading Prince Rupert's division, was wounded in the throat, but refused to quit the deck to have his wound dressed. He was shortly afterwards mortally wounded by another musket-ball.

Lent by the Lords Commissioners of the Admiralty.

239 **Robert Rich, Earl of Warwick,** Lord High Admiral. (1587-1658.) By VANDYCK.

Born, 1587. In 1642, appointed by the Lord Admiral the Earl of Northumberland, at the request of the Parliament, Vice-Admiral, and to command the Fleet. The appointment was disapproved of and negatived by the King, who wished to retain the services of Sir John Penington, and His Majesty dismissed the Lord Admiral from his office; but the Parliament supported the Earl of Warwick, who, acting under the orders of the House, retained command of the Fleet, and was appointed Lord High Admiral by the Parliament; by his firmness, the Parliamentary ascendancy over the Navy was, in a great measure, established. Died, 1658. *Lent by the Earl of Chichester.*

240 **Admiral Sir Joseph Jordan.** (1603-1685.) By SIR P. LELY, Bart.

Born, 1603. Captain of the Cæsar in 1642. Rear-Admiral of the Irish Squadron in 1643 and 1644. Rear-Admiral under Penn in the Mediterranean in 1651-2. Vice-Admiral of the Blue Squadron, 1653, in the first Dutch war. Rear-Admiral of the fleet under Blake in his expedition against the Barbary States, 1654. Commanded the St. George of 60 guns, and served chiefly as a flag-officer all through the second Dutch War. Succeeded Lawson as Vice-Admiral of the Red Squadron, 3rd June, 1665, after that officer was wounded. Commanded a squadron of fire-ships in an attack upon Dutch ships at the Nore, 1667. Vice-Admiral of the Blue Squadron in the battle of Solebay. Died, 1685. Buried at Hatfield.

Lent by the Lords Commissioners of the Admiralty.

241 **Vessels Saluting,** temp. Charles II. By W. VAN DE VELDE.

Lent by William Webb, Esq.

242 **Edward Mountagu, Earl of Sandwich,** Admiral and General-at-Sea. (1625-1672.) By SIR PETER LELY.

Born, 1625. Served in the Parliamentary Army during the Civil War. Appointed General-at-Sea, 1654. In conjunction with Blake, commanded the Fleet on the Coast of Portugal, 1656-7. Commanded the Fleet which brought home Charles II., and was created Earl of Sandwich. Admiral of the Blue Squadron, 1665, in the action with the Dutch on the 3rd June. In the third Dutch war again commanded the Blue Squadron, under the Duke of York; and perished in the battle of Solebay, 28th May, 1672, where his flag-ship, the Royal James, was blown up, with the loss of nearly the whole crew. The body, identified by the coat, was found floating some days afterwards, and was buried in Westminster Abbey.

Lent by the Lords Commissioners of the Admiralty.

243 **Admiral Sir Thomas Allin.** (1612-1689.) By SIR P. LELY, Bart.

Born 1612. Commanded a ship in Prince Rupert's squadron, 1649-50. Appointed, 1660, to command the Dover. Succeeded Lawson in command of the Mediterranean squadron in 1664. In 1665, engaged off Cadiz a Dutch squadron convoying the Smyrna Fleet. Elder Brother of the Trinity House, 1666. Served with distinction as a flag-officer in the second Dutch War. In 1669, reduced the Barbary States to subjection. Comptroller of the Navy, 1670. In 1678, Commander-in-Chief of the Channel Fleet. Died 1685.

Lent by the Lords Commissioners of the Admiralty.

244 **Prince Rupert,** Vice Admiral of England and General at Sea. (1619—1682.) By Sir Peter Lely, Bart.

Born 1619. Commanded in the king's army during the Civil War. In 1649 commanded a semi-piratical squadron in the name of Charles II. Commanded a squadron of observation in 1664. Admiral of the White Squadron against the Dutch in 1665. Commander-in-Chief jointly with the Duke of Albemarle in 1666. Vice Admiral of England, 1672. Commander-in-Chief against the Dutch in 1673. Died 1682.

Lent by the Trustees of the National Portrait Gallery.

245 **Sir William Penn, Kt.** Admiral and General-at-Sea (1621-1670). By Sir Peter Lely, Bart.

Born, 1621. In 1644 commanded the Fellowship. Rear-Admiral of the Irish Squadron, 1648. Vice-Admiral, 1650. In 1650 commanded a squadron in the Mediterranean. Admiral of the Blue Squadron in the battle of Portland, 18th Feb. 1653. Vice-Admiral of England, and Admiral of the White Squadron, in the Fleet commanded in chief by the Generals Deane and Monck; and took part in the battles of 3rd June and 31st July, 1653. General and Admiral of the Fleet, 1654, and at the capture of Jamaica, 1655. Great Captain-Commander under His Royal Highness James Duke of York, in 1665, when a decisive victory was obtained over the Dutch Fleet. Died, 1670.

Lent by the Lords Commissioners of the Admiralty.

246 **Admiral Sir John Harman.** (-1673.) By Sir P. Lely, Bart.

Commanded the Welcome, of 40 guns, in the first Dutch War. Captain, under Penn, to the Lord High Admiral, in the action of June, 1665. Rear-Admiral of the White Squadron, June 1666, and severely wounded. Commanded a squadron in the West Indies, and obtained a decisive victory over a French and Dutch squadron at Martinique, in June, 1667. Served as Vice-Admiral and Admiral, in the third Dutch war. Died, October, 1673.

Lent by the Lords Commissioners of the Admiralty.

247 **Vice-Admiral Sir William Berkeley.** (1639-1666.) By Sir Peter Lely, Bart.

Born, 1639. Lieutenant, 1661. Promoted, 1662, to command the *Bonadventure*; in 1663, to the *Bristol*; and in 1665, to the *Swiftsure*, as Rear-Admiral of the Duke of York's squadron. In the action, 1st June, 1666, Vice-Admiral of the White Squadron. The *Swiftsure*, bearing the Vice-Admiral's flag, was cut off, and after a gallant defence captured by the Dutch. Sir William Berkeley was killed, but the Dutch caused the body to be embalmed, and to be deposited at the Great Church at the Hague, whence in August it was brought to England, and buried in Westminster Abbey, where there is a monument to his memory.

Lent by the Lords Commissioners of the Admiralty.

248 **Admiral Sir Jeremy Smyth, Kt.** By Sir Peter Lely, Bart.

Commanded the Advice frigate in the first Dutch War; and the Mary, a third-rate, as a flag-officer, in the second Dutch War; for his conspicuous gallantry in action, was knighted by Charles II., in 1665. In 1666 served as Admiral of the Blue Squadron, under Prince

248—*continued.*

Rupert and the Duke of Albemarle. While the Dutch Fleet was in the Thames, had command of a small squadron, and cruised with effect against the Dutch trade. Appointed Commissioner of the Navy in 1669. Date and place of death not known.

Lent by the Lords Commissioners of the Admiralty.

249 **George Monck, Duke of Albemarle,** Admiral and General-at-Sea. (1608-1670.) By SIR PETER LELY, Bart.

Born, 1608. In 1625 served in Lord Wimbledon's expedition to Cadiz. Appointed, 1652, one of the Generals of the Fleet. Admiral of the White Squadron at Portland, 18th Feb., 1653. In June, 1653, commanded the fleet in conjunction with General Deane; and on the death of the latter, in the heat of the action, is said to have cast his cloak over the mangled body in order that the crew might not be discouraged by the sight. On the 29th and 31st July he commanded the fleet in the action wherein the Dutch Admiral Martin Tromp was killed. Commanded the army, brought about the King's restoration, and was created Duke of Albemarle, 1660. In conjunction with Prince Rupert, commanded the fleet in 1666, and fought several severe and gallant actions. Died, January, 1670.

Lent by the Lords Commissioners of the Admiralty.

250 **Captain Thomas Harman** in the Tyger frigate defending English Colliers from 8 Dutch privateers.

Thomas Harman became Captain of the Tyger, a frigate of 457 tons and 46 guns (built in 1647), in 1672. He took all the above privateers, and carried them into the Thames.

Lent by the Lords Commissioners of the Admiralty.

251 **Captain Thomas Harman** in the Tyger frigate taking the Schaerlaes, 36 guns, into Bay of Bulls, in 1674.

In the encounter the Schaerlaes had on board 270 men, the Tyger only 184. The former, which was carried by boarding, lost 140 men killed, and 86 wounded; the latter, only 9 killed and 15 wounded. Harman was wounded under the left eye.

Lent by the Lords Commissioners of the Admiralty.

252 **Ships rounding a Headland.** By W. VAN DE VELDE.

Lent by B. W. Warhurst, Esq.

253 **King Charles II.** reviewing the Fleet at the Nore in 1665. By W. VAN DE VELDE. *Lent by William Baugh, Esq.*

254 **Sir George Rooke,** Admiral of the Fleet. (1650—1709.) By SIR PETER LELY, Bart.

Born 1650. Captain, 1673. Rear Admiral of the Red in the battle off Beachy Head, 1690. Vice Admiral of the Blue in the action off Cape Barfleur, 1692; distinguished himself in the chase of the flying enemy, and commanded the boats of the fleet at the destruction of a division of the French ships in La Hogue Bay. In 1693, when commanding a combined English and Dutch squadron, convoying the

254—*continued.*

Mediterranean trade, saved by his prudence the chief part from capture by a superior French force. Appointed, 1702, Vice Admiral of England. Commanded the fleet in the expedition to Cadiz; and at the destruction of shipping in the harbour of Vigo, in 1702. Captured Gibraltar in July, 1704; and fought the battle of Malaga in the succeeding month. Died 1709. *Lent by John Gates, Esq.*

255 **Rear Admiral Sir Francis Wheler.** (—1794.)
Captain, 1680. Knighted, 1689. Commanded the Albemarle at the battle of Beachy Head. Rear-Admiral and Commander-in-Chief in the West Indies, 1692. In 1693 appointed Commander-in-Chief in the Mediterranean. The Sussex, carrying his flag, foundered in a violent storm, 19th March, 1794, a little to the east of Gibraltar. "Every person on board perished, two Moors excepted."
Lent by Viscount Hood.

256 **King James II.**, Lord High Admiral (1660-1673), and again whilst King (1685-1689). SIR PETER LELY, Bart.
Commanded the fleet in the action with the Dutch, 1665, when the Dutch Admiral's ship was blown up; and in the battle of Solebay, 1672.
Lent by H. J. V. Neale, Esq.

257 **Admiral Sir Clowdisley Shovell.** (1650—1707.) By M. DAHL.
Born, 1650. In 1674, while Lieutenant of Admiral Sir John Narbrough's ship, conducted a difficult negotiation, and afterwards led the boats of the squadron to destroy the shipping in the harbour of Tripoli; was immediately promoted to be a Captain of a fifth-rate. Commanded the Edgar at the battle in Bantry Bay, in 1689, and was knighted for his gallantry on that occasion. Rear-Admiral, 1690. Rear-Admiral of the Red, at the battle off Cape Barfleur, in 1692. Served under Sir George Rooke at Vigo, and in the battle off Malaga. Rear-Admiral of England, and Commander-in-Chief of the Mediterranean Fleet at the taking of Barcelona, in 1705. After a series of brilliant services, he was lost, with all his crew, on the Scilly Islands, on the 22nd of October, 1707. A monument is erected to his memory in Westminster Abbey. *Lent by S. Martin Leake, Esq.*

258 **Captain Packington Broke.** (-1672.)
Lieutenant, 1661. Captain, 1662. Captain of the Foresight in 1664, and again in 1672, when he was killed in the Battle of Solebay, 28th May. *Lent by Lady de Saumarez.*

259 **George Legge, Lord Dartmouth,** Admiral of the Fleet. (1647-1691.) By SIR PETER LELY, Bart.
Born, 1647. Served with distinction in the Dutch wars. Governor of Portsmouth, 1673. Created Baron Dartmouth, 1682. Sent to Tangier to destroy the fortifications and bring away the garrison, 1683. Appointed Admiral of the Fleet by James II., to intercept the Prince of Orange, 1688. Deprived of his offices after the Revolution, and sent to the Tower, where he died, 1691. *Lent by Lord Dartmouth.*

260 **The Embarkation of Catherine of Braganza;** the Royal Charles, in which Lord Sandwich brought the Princess to England, in the near distance. The Arms of Charles II. appear on the stern of the ship. By VAN DE VELDE. *Lent by B. S. Marks, Esq.*

261 **The Cinque Ports Fleet in Pegwell Bay.** By WILLIAM VAN DE VELDE (the Elder).
About 60 years ago this picture, with eight others, was discovered behind the plaster of a room in an old house in Harnet Street, Sandwich, and was presented by the owner to the Dowager Countess of Ashburnham. At her death it was sold to Admiral Jolliffe, whose widow gave it to the Corporation of Sandwich in 1882.
Lent by the Mayor and Corporation of Sandwich.

262 **Battle of Solebay or Southwold Bay.** 28th May, 1672. By W. VAN DE VELDE. *Lent by the Earl of Sandwich.*

263 **Battle of Solebay, 1672.** *Lent by the Earl of Sandwich.*

264 **Sir Robert Holmes.** (1622-1692.)
Born, 1622. Served during the Civil War in the King's Army ; and in the squadron with Prince Rupert, 1649-50. In 1660-1 commanded a squadron on the Guinea Coast. In 1664, reduced the Dutch African settlements, and took New York. Served during the Dutch War in all the principal battles. Knighted, March, 1666. Rear-Admiral, May, 1666. Commanded the squadron which burnt the Dutch shipping at the Vlie, August 8, 1666. Captain-General and Governor of the Isle of Wight, 1669. In 1672, commanded the squadron appointed to intercept the Dutch Smyrna Fleet off the Isle of Wight. Commanded the St. Michael in the Battle of Solebay. Died, 1692. Buried at Yarmouth, Isle of Wight. *Lent by Lord Heytesbury.*

265 **Samuel Pepys.** (1633-1703.) By SIR GODFREY KNELLER, Bart.
Born, 1633. Clerk of the Acts, 1660. Secretary of the Admiralty, 1673 to 1689. Died 1703. The writer of the inimitable "Diary."
Lent by the Council of the Royal Society.

266 **Engagement between English and Dutch Fleets** (1670). By VAN DE VELDE. *Lent by John D. Milburn, Esq.*

267 **British Vessel engaged with three Spaniards.** By N. POCOCK.
Lent by Her Majesty the Queen.

268 **Battle of Solebay.** 28th May, 1672. By W. VAN DE VELDE (the Elder).

269 Ditto.

270 Ditto.

271 Ditto. *Lent by the Mayor and Corporation of Sandwich.*

272 **Unknown.** Time of Charles I. *Lent by Mrs. Boysmith.*

273 **Matthew Aylmer, Lord Aylmer,** Admiral of the Fleet. (-1720.) Unknown.
Lieutenant, 1678. Commander, 1679. Captain, 1688. Commanded the Royal Katherine in the Action off Beachy Head, 1690, and in the battle off Cape Barfleur, 1692. Rear-Admiral, 1693, Vice-Admiral, 1694, and accompanied Admiral Russell to the Mediterranean.

273—*continued.*

Commander-in-Chief in the Mediterranean, 1698. Governor of Deal Castle, 1701. Commander-in-Chief of the Fleet, 1709. In 1714 appointed Governor of Greenwich Hospital, to which office he was confirmed by patent for life in 1717; Ranger of the Park, and Keeper of the Palace, as well as Admiral, and Commander-in-Chief of the Fleet. Elevated to the peerage, 1718. Rear-Admiral of England, 1718. Died, 1720. *Lent by the Lords Commissioners of the Admiralty.*

274 **Sea Fight** (Aug. 11th, 1673). By W. VAN DE VELDE.
Prince Rupert commanding the English and French Fleets against the Dutch. *Lent by Her Majesty the Queen.*

275 **A Mediterranean Fleet,** Temp. Charles II.
Lent by Messrs. E. and E. Emanuel.

276 **The Visit of George** (afterwards George I. of England), son of the Elector of Hanover, to England, in 1682. Three Royal Yachts (preceded by a cutter, and two other ships), the foremost flying a flag with the Arms of Brunswick and England at the main, and their seconds, with a similar flag at the sterns. Signed on the stern strake of the hindermost vessel, and dated 1682. By W. VAN DE VELDE.
Lent by F. J. Aldrich-Blake, Esq.

277 **Action between English and Dutch vessels.** By VAN DE VELDE (the Elder). *Lent by Her Majesty the Queen.*

278 **The British Fleet returning from Spain.**
Lent by the Earl of Sandwich.

279 **Edward Russell, Earl of Orford,** Admiral of the Fleet. (1652-1727.) By SIR GODFREY KNELLER, Bart.
Born 1652. Captain, 1672. Treasurer of the Navy in 1689. Succeeded the Earl of Torrington as Admiral and Commander-in-Chief of the combined English and Dutch Fleet in 1690; and in May, 1692, obtained a decisive victory off Cape Barfleur over the French Fleet under Comte de Tourville, but from motives of party was soon afterwards dismissed his command. In 1693 re-appointed to the Channel Fleet and made First Commissioner of the Admiralty. Commander-in-Chief in the Mediterranean, 1694 to 1696. Created Earl of Orford, 1697. Died 1727. *Lent by Her Majesty the Queen.*

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280 **Burning of the Royal James in the battle of Solebay** (May 28th, 1672). By W. VAN DE VELDE.

Lent by John Lewis Rutley, Esq.

281 **Destruction of Dutch Shipping at Schelling,** and burning of Bandevis by Admiral Sir R. Holmes, August 8th, 1666. By W. VAN DE VELDE.

Following up their great victory of the 25th of June, the English proceeded to the Coast of Holland, and destroyed about 160 merchant ships and two men-of-war near the Vlie, and the next day burnt Bandevis. The Dutch admitted that they lost by this enterprise eleven millions sterling.

Lent by Her Majesty the Queen.

282 **English and Dutch Men of War.**

Lent by Messrs. E. & E. Emanuel.

283 **Captain John Kempthorne, in the Mary Rose, of 48 guns, attacked by seven Algerines, 29th December, 1669.** Ascribed to W. VAN DE VELDE.

Captain Kempthorne while convoying a fleet of merchant ships through the Straits of Gibraltar repulsed the attack of seven Algerine corsairs. The picture bears the following inscription :—

"Two we burnt, and two we sank, and two did run away,
And one we carried to Leghorn Roads to show we'd won the day."

The Mary Rose was built at Woodbridge in 1664. For this gallant service Captain Kempthorne was knighted by King Charles II.

Lent by the Lords Commissioners of the Admiralty.

284 **Sea Piece, showing Frigate of the early 18th century.** Attributed to Sir J. THORNHILL. Restored by Mrs. MANNING.

This picture was painted on the panelled walls of a very old house in Church Street, Greenwich. Its existence, with others, was known to many of the inhabitants of the neighbourhood, and it was commonly reported to have been painted by Sir James Thornhill during the nineteen years he was engaged in decorating the Painted Hall of Greenwich Hospital. *Lent by W. T. Manning, Esq.*

285 **Captain the Hon. Henry Mordaunt.** (-1710.) By SIR GODFREY KNELLER, Bart.

Second son of Charles, third Earl of Peterboro. Captain, 1703. In 1707, when in command of the Resolution, fell in with a squadron of six French ships, and after a running fight of nine hours, ran his ship on shore and burnt her, he himself being severely wounded. Died, 1710.

Lent by Sir Frederick Milner, Bart., M.P.

286 **Captain Joseph Taylor.** (1661-1733.)

Born, 1661. Captain, 1703. Commanded the Charles galley in the Mediterranean in 1704. Afterwards commanded the Triton of 50 guns, in the Channel, with "almost unprecedented success as a cruiser." Died, 1733. *Lent by Colonel Pierce T. H. Taylor.*

287 **Admiral Sir Charles Wager, Kt.** (1667-1743.) Unknown.

Captain, 1692. Served continuously through the wars of William III. and Anne. In 1708, when Commodore of a squadron in the West Indies, he fell in with the Spanish treasure fleet off Carthagena, on the mainland of South America, 28th May, and captured one ship very richly laden; but the ship of the Spanish Admiral, having on board upwards of 12,000,000 dollars, was sunk. Rear-Admiral, 1707; Vice-Admiral, 1716. Commissioner of the Admiralty, 1718. Admiral, 1731. First Commissioner, 1733. Treasurer of the Navy, 1742. Died, 1743. Monument in Westminster Abbey.

Lent by the Rev. E. S. Tiddeman.

288 **Sir John Norris,** Admiral of the Fleet. (-1749.) By GEORGE KNAPTON.

Captain, 1690. Commanded the Oxford in the action off Malaga, 1704, Rear-Admiral, 1707. Forced the passage of the Var, and served at the siege of Toulon. Vice-Admiral, 1708. Admiral, 1709; and Commander-in-Chief in the Mediterranean till 1711. Commissioner of the Admiralty, 1718. He continued in active service, with little intermission, till 1739, when he was appointed Vice-Admiral of England, and Commander-in-Chief of the Fleet. Died, 1749.

Lent by the Lords Commissioners of the Admiralty.

289 **Captain William Dampier.** (1652-1715.) By THOMAS MURRAY.

Born, 1652. In 1674 went to Jamaica, became associated with the buccaneers, and continued with them engaged in piratical war against the Spaniards for about fifteen years. The accounts of his voyages, which he published, recommended him to the Government, and he was appointed, in 1698, Captain of the Roebuck, for a voyage of discovery. In 1703 he fitted out the St. George privateer for the Pacific, where he left the ship and made his way home by the Eastern Archipelago. He was afterwards master and pilot of the privateering expedition of Woodes Rogers, and died, 1715.

Lent by the Trustees of the National Portrait Gallery.

290 **Battle off Cape Barfleur** (19th May, 1692). By RICHARD PATON.

The French Fleet under the Comte de Tourville, assembled with the object of aiding James II. in an attempt to regain the throne of England, was met by the combined English and Dutch fleets under Admiral Edward Russell and Admiral Van Almonde off Cape Barfleur on 19th May, 1692. Portions of the fleets were hotly engaged in close combat when a thick fog suspended the fight until the evening. At the close of the day the French ships were defeated and scattered. Three of the largest of them, including the Admiral's ship the Soleil Royal, were chased to Cherbourg and burnt by a squadron under Admiral Delaval. Another portion of the fleet escaped into the harbour of La Hague, and was there destroyed by Admiral Rooke.

Lent by the Lords Commissioners of the Admiralty.

291 **Frigate with Convoy.** By VAN DE VELDE.

Lent by H. Grose Smith, Esq.

292 **Gibraltar** relieved by Sir John Leake (1704). By H. VALE. (?)

Lent by Stephen Martin Leake, Esq.

293 **Vice-Admiral Sir Thomas Hopsonn, Kt.** (1642-1717.) By M. DAHL.

Born, 1642. Lieutenant of the Dreadnought at Solebay. Captain, 1678. Commanded the York in the battle off Beachy Head, 1690; and the St. Michael at Barfleur in 1692. Rear-Admiral and Vice-Admiral, 1693. Knighted for the great gallantry he displayed in leading the attack at Vigo, 1702. Died, 1717.

Lent by the Lords Commissioners of the Admiralty.

294 **George Byng, Viscount Torrington,** Admiral of the Fleet. (1663-1733.) By SIR GODFREY KNELLER, Bart.

Born, 1663. Entered the Navy as "a King's letter boy," 1678. As agent for the party of the Prince of Orange in 1688, was influential in winning the fleet. Captain, 22nd December, 1688. Commanded the Hope, 70 guns, in the battle off Beachy Head, 1690. Rear-Admiral, 1703. Commanded the attacking squadron at the capture of Gibraltar, 1704, and a division of the fleet in the battle off Malaga, for which services he was knighted. Vice-Admiral, 1705. Commanded the fleet at the taking of Alicant, in 1706. Admiral and Commander-in-Chief of the fleet which gained the brilliant victory over the Spanish fleet off Cape Passaro, 1718. Elevated to the peerage, 1721. Appointed First Lord of the Admiralty, 1727. Died, 1733. *Lent by Mrs. Hartshorne.*

295 **Admiral Sir John Balchen, Kt.** (1670-1744.) By SIR GODFREY KNELLER, Bart.

Born, 1670. Captain, 1697. In command of the Chester, 1707, was captured, after a very gallant defence, while protecting a fleet of merchant ships. In 1709 he was again taken, in the Gloucester, by Duguay Trouin's squadron. Captain of the Shrewsbury in the battle of Cape Passaro, 1718. Rear-Admiral, 1728. Vice-Admiral, 1734. Admiral, 1743. Commanded the fleet sent to release Sir Charles Hardy, who was blockaded in the Tagus, and after performing this service was lost in the Victory, 110 guns, with 1,200 of her crew, off Alderney, in October, 1744.

Lent by the Lords Commissioners of the Admiralty.

296 **Destruction of the French Ships** in the Bay of La Hogue, after the battle of Barfleur, 23rd May, 1692. By B. WEST, P.R.A.

Lent by the Duke of Westminster, K.G.

297 **The Channel Fleet.** By C. BROOKING.

The picture represents eight sail under a Rear-Admiral of the Blue, and a two-decker flying a red ensign and Commodore's broad pennant.

Lent by Major G. L. Cuming.

298 **H.M.S. Resolution,** 70, Captain The Hon. Henry Mordaunt, R.N., attacked by six French Men of War, all of superior force, on March 19th, 1707. After a prolonged action of over five hours, the whole of the boats of the French squadron were sent in to attack the vessel, but they were repulsed in the most gallant manner, and obliged to retire to their ships.

The condition of the Resolution was, however, hopeless, although she never fell into the enemy's hands, for the next day, having been previously run on shore, she was set on fire by her heroic crew, who then made their way to the shore.

Lent by Sir Frederick Milner, Bart., M.P.

299 **British Man of War with the Sovereign on Board.** By VAN DE VELDE, with additions by J. C. SCHETKY. *Lent by the Misses Schetky.*

300 **Barcelona** relieved by Sir John Leake, 27th April, 1706. By H. VALE. *Lent by Stephen Martin Leake, Esq.*

301 **Prince George of Denmark,** Lord High Admiral. (1653-1708.) By SIR GODFREY KNELLER, Bart.

Consort of Anne, Queen of England. Lord High Admiral, 1702 to 1708. Died, 1708.

Lent by the Lords Commissioners of the Admiralty.

302 **H.M.S. Royal William at Spithead.** By J. C. SCHETKY. *Lent by the Misses Schetky.*

303 **Vice-Admiral John Benbow.** (1653-1702.) By SIR GODFREY KNELLER, Bart.

Born, 1653. Master, 1679. Lieutenant, 1689. Captain, 1689. Master of the Fleet under the Earl of Torrington in the action off Beachy Head, and under Admiral Russell at Barfleur and La Hogue. Commanded a squadron employed against the French seaports, 1693-4. Rear-Admiral, 1696. Commanded a squadron in the Channel, 1698; and in the West Indies, 1699. Vice-Admiral, 1700. Sent a second time to take command in the West Indies; and in 1702 was mortally wounded in action with a French squadron under Commodore du Casse.

Lent by the Lords Commissioners of the Admiralty.

304 **James Berkeley, Earl of Berkeley, K.G.,** Admiral and Commander-in-Chief. (1680-1736.) Unknown.

Born, 1680. Captain, 1701. Commanded (as Lord Dursley) the Boyne with great credit in Rooke's action off Malaga, 1704; and the St. George at the siege of Toulon, under Shovell; was in company with that Admiral when he was wrecked, but miraculously escaped. Vice-Admiral, 1708, and actively employed in the Channel and North Sea stations. First Commissioner of the Admiralty, 1717. Admiral and Commander-in-Chief of the Fleet, and Vice-Admiral of England, 1719. Was five times one of the Lords Justices when the King went to Hanover. Died, 1736.

Lent by the Lords Commissioners of the Admiralty.

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305 **Capture of Vigo.** *Lent by Her Majesty the Queen.*

306 **Admiral Thomas Mathews.** (1676-1751.) By ARNULPHI.

Born 1676. Captain, 1703. Captured a French frigate, 1707. In command of the Chester, after a spirited action, took the Glorieux, one of Duguay Trouin's squadron, 1709. Captain of the Kent in the action off Cape Passaro, 1718, and assisted in the capture of the Spanish Admiral's ship. Commander-in-Chief in the Mediterranean, 1742. In 1744, attacked the combined French and Spanish fleets with great spirit, but, after a partial action, in which Vice-Admiral Lestock's division took no part, the enemies' fleet escaped. Much discontent was felt at this result, and courts-martial were held, which declared Admiral Mathews incapable of further employment, and acquitted the Vice-Admiral on the ground that he had obeyed orders. Died, 1751.

Lent by the Lords Commissioners of the Admiralty.

307 **A Coming Storm.** Attributed to BAKHUYSEN.

Squadron coming up to the wind. Four men-of-war flying the Union of England and Scotland, time of William and Mary.

Lent by William Little, Esq.

308 **An engagement,** before the time of the Union, between English and French ships. English flying St. George's Cross. French flying white flag. Attributed to VAN DE VELDE.

Lent by the Lords Commissioners of the Admiralty.

309 **The burning of Paita, 1741.** *Lent by Chas. L. M. Pearson, Esq.*

310 **Admiral Edward Vernon.** (1684-1757.) By CHARLES PHILLIPS.

Born, 1684. Captain, 1706. Vice-Admiral, 1739. In command of a squadron captured Porto Bello the same year. Commanded the Fleet at the attack upon Cartagena in 1741. Admiral, 1745. Struck off the list of Admirals, 1746, for publishing two pamphlets containing letters received from the Secretary of State and Board of Admiralty. Died, 1757. *Lent by Lord Vernon.*

311 **Admiral Thomas Smith.** (-1762.) By RICHARD WILSON. R.A.

Distinguished among the seamen of his day by the appellation of "Tom of Ten Thousand," which he acquired by having, when First-Lieutenant of the Gosport, in the absence of his captain, compelled a French ship in the Sound to strike her flag, and fire a salute. On the complaint of the French Ambassador, he was dismissed the service, but was afterwards restored. Captain, 1730. Rear-Admiral, 1747. Vice-Admiral, 1748. President of the court martial on Admiral Byng. Admiral, 1757. Died, 1762.

Lent by the Lords Commissioners of the Admiralty.

312 **The taking of Porto Bello by Vice-Admiral Vernon, 21st November, 1739.** By GEORGE CHAMBERS.

Porto Bello on the north side of the Isthmus of Darien, defended by strong fortifications, was taken by Vice-Admiral Vernon with a squadron of six ships of the line on 21st November, 1739. Commodore Brown in the Hampton Court led the attack, and after the guns of the strong defence at the entrance to the harbour, called the Iron Castle, had been nearly silenced, the Admiral sent the boats ashore armed with seamen, who quickly climbed into and made themselves masters of the castle. The other defences were surrendered by the Spanish governor on the following day.

Lent by the Lords Commissioners of the Admiralty.

313 **Rear-Admiral Sir Charles Knowles's Squadron attacking Port Louis in St. Domingo, March 8th, 1748.** By R. PATTON.
Lent by Her Majesty the Queen.

314 **Admiral Sir John Jennings, Kt.** (1664—1744.) By JONATHAN RICHARDSON.
Born, 1664. Captain, 1689. In command of the Kent, in 1702 distinguished himself at the destruction of the shipping in Vigo; and in 1704 at the capture of Gibraltar, and action off Malaga; for which services he was knighted. Rear-Admiral, 1705. Headed a storming party at the assault of Alicant in 1706. Vice-Admiral and Admiral, 1708. Commander-in-Chief of the Mediterranean from 1711 to 1713. Commissioner of the Admiralty, 1714. Appointed Governor of Greenwich Hospital, 1720; but still occasionally commanded afloat, till 1726. Rear-Admiral of England, 1733. Died, 1744.
Lent by the Lords Commissioners of the Admiralty.

315 **Admiral The Hon. Edward Boscawen.** (1711-1761.) By SIR J. REYNOLDS, P.R.A.
Born, 1711. Entered the Navy, 1726. Lieutenant, 1732. Commander and Captain, 1737. At the capture of Porto Bello; and in command of the Shoreham at Cartagena. Commanded the Namur in Anson's action, May, 1747. Rear-Admiral, 1747; and appointed Commander-in-Chief of a squadron sent to the East Indies, and General of the land forces to be employed on the occasion. Commissioner of the Admiralty, 1751. Vice-Admiral, 1755. Commanded a fleet on the coast of North America in 1755; and again at the reduction of Louisbourg in 1758. Chased and destroyed a French squadron under M. de la Clue, 1759. Admiral, 1759. General of Marines, 1759. Died, 1761. *Lent by the Trustees of the National Portrait Gallery.*

316 **Rear-Admiral Sir Charles Knowles's Action with a Spanish Squadron off the Havana, Oct. 1st, 1748.** By R. PATTON.
In this action the Spanish lost the Conquestador, 64 (which struck to Sir Charles's flagship, the Cornwall, 80, Captain Taylor) and 86 killed and 197 wounded. The killed included Admiral Reggio and 14 Officers.
Lent by Her Majesty the Queen.

WATERLOO

(A SERIES OF SIX ARTICLES WITH MAPS),

By Colonel Maurice, R.A.

See the "UNITED SERVICE MAGAZINE."

317 **Vice-Admiral Sir Hyde Parker, Bart.** (-1783.) By J. NORTHCOTE, R.A.

Captain, 1748. Commanded the Panther at Manila, and captured, in conjunction with the Argo, a valuable galleon. Rear-Admiral, 1778. Third in command in Byron's action at Grenada, 1779. Second in command under Rodney in action with the French Fleet, 1780. Vice-Admiral, 1780. Fought a severe action with a Dutch squadron on the Dogger Bank, 1781. Succeeded to a baronetcy, 1782. Appointed Commander-in-Chief in the East Indies, and sailed in the Cato in October, 1782; but was lost with all hands in the following year, on the passage from the Cape of Good Hope. Nothing was ever discovered of the circumstances. *Lent by the Earl of Morley.*

318 **Capture** of the French Ship Mars by H.M. Ship Nottingham. By S. SCOTT. *Lent by the Earl of Sandwich.*

319 **The Taking of the Acapulco Ship** by Commodore Anson in the S. Seas, 1743. *Lent by the Earl of Sandwich.*

320 **Capture of the Spanish galleon Nuestra Senora de Covadonga, by H.M. Ship Centurion,** Commodore Anson, 1743.
Lent by Chas. L. M. Pearson, Esq.

321 **George Anson, Lord Anson,** Admiral of the Fleet. (1697-1762.) By SIR JOSHUA REYNOLDS, P.R.A.

Born, 1697. Entered the Navy, 1712. Lieutenant, 1716. Commander, 1722. Captain, 1724, Circumnavigated the globe during the years 1740-44 in the Centurion, capturing on his voyage the Acapulco galleon, with an immense treasure. Rear-Admiral, 1744. Commissioner of the Admiralty, 1744, which place he retained till 1751, when, on the resignation of Lord Sandwich, he became First Lord. In May, 1747, defeated a French squadron under M. de la Jonquiére, and was raised to the peerage. Vice-Admiral, 1747. Admiral, 1748. Vice-Admiral of England, 1749. Admiral of the Fleet, 1761. Died, 1762. *Lent by the Earl of Lichfield.*

322 **Captain Thomas Saumarez.** (1720-1766.)

Captain, 1748. Commanded the Antelope, of 50 guns, in the Bristol Channel in 1758, and in November captured the Belliqueux, of 66 guns. Died, 1766. *Lent by Mrs. de Saumarez.*

323 **Capture of the Spanish galleon Nuestra Senora de Covadonga commanded by Don Geronimo Montero, by H.M. Ship Centurion.** By DOMINIC SERRES, R.A.

After an engagement lasting two hours, the Spaniard hauled down her colours. The treasure on board the galleon consisted of 1,313,843 pieces of eight and 35,682 ounces of virgin silver, besides other merchandise, the whole amounting in value to £313,000. With this famous prize the Centurion arrived in safety at Spithead.
Lent by Lord de Saumarez.

324 **Admiral Sir Charles Saunders.** (1720-1775.) By SIR JOSHUA REYNOLDS, P.R.A.

Born, 1720. Lieutenant of the Centurion, with Anson, and promoted by him to the command of the Trial. Commanded the Yarmouth in Hawke's action, 1747. Treasurer of Greenwich Hospital, 1754. Comptroller of the Navy, 1756. Rear-Admiral, 1756.

324—*continued.*

Vice-Admiral, 1758. Commander-in-Chief of the Naval Forces at the capture of Quebec, 1759. Lieut.-General of Marines, 1759. Commander-in-Chief in the Mediterranean, 1760. First Commissioner of the Admiralty, 1766. Admiral, 1770. Died, 1775; was buried in Westminster Abbey. *Lent by the Earl of Lichfield.*

325 **Capture** of the French 64 Gun Ship Mars, by H.M. Ship Nottingham, 60, Capt. Philip Saumarez, 11th Oct., 1746. By T. WHITCOMBE. *Lent by Lord de Saumarez.*

326 **John Montagu, 4th Earl of Sandwich.** (1718-1792.) By JOHN ZOFFANY, R.A.

Born, 1718. First Lord of the Admiralty, 1748-51, and again, 1771 to 1782. Died, 1792. *Lent by the Earl of Sandwich.*

327 **Admiral Sir Francis Geary, Bart.** (1710-1796.) By GEORGE ROMNEY, R.A.

Born about 1710. Captain, 1742. Served continuously during the war of the Austrian succession and the Seven Years' war. Rear-Admiral, 1759; Vice-Admiral, 1762; Admiral, 1775. Commander-in-Chief in the Channel, 1780. Baronet, 1782. Died, 1796.

Lent by Sir Francis Geary, Bart.

328 **Action between an English fleet** (under Vice-Admiral Anson) **and a French fleet** (under M. de la Jonquières) **off Cape Finisterre,** May 3, 1747. By S. SCOTT.

For this action the Vice-Admiral was created a Peer, and Rear-Admiral Warren was made a K.B.

Lent by Capt. The Hon. John Manners Yorke, R.N.

329 **Vice-Admiral Lord Anson's Victory off Cape Finisterre,** 3rd May, 1747. By S. SCOTT.

Lent by the Junior United Service Club.

330 **Sir George Byng's action off the Coast of Sicily, 31st July, 1718.** By RICHARD PATON.

In this action, between the English Fleet under Sir George Byng and the Spanish Fleet under the Marquis de Castaneta, 10 of the enemy's ships were taken and three destroyed. Captain Walton in the Canterbury was sent in pursuit of the flying enemy, and on the 18th the Admiral received a despatch announcing the destruction of eight men-of-war besides fire ships and bombs.

Lent by the Lords Commissioners of the Admiralty.

331 **Capture of the Spanish galleon Nuestra Senora de Covadonga off the Philippine Isle** by Commodore Anson, in the Centurion, 20th April, 1743. By S. SCOTT.

Lent by Capt. The Hon. John Manners Yorke, R.N.

332 **Richard Howe, Earl Howe, K.G.,** Admiral of the Fleet. (1726-1799.) By THOMAS GAINSBOROUGH, R.A.

Born, 1726. Lieutenant, 1744. Commander, 1745. Captain, 1746. Commanded the Magnanime in the expedition to Basque Roads in 1757. Commodore of a squadron on the coast of Brittany and Normandy in 1758. Captain of the Magnanime in the battle of Quiberon Bay, Nov. 20, 1759. Treasurer of the Navy, 1765. Rear-Admiral, 1770. Vice-Admiral, 1775. Commander-in-Chief in North America, 1776-78. Admiral and Commander-in-Chief in the Channel and at the

332—*continued.*

relief of Gibraltar, 1782. First Lord of the Admiralty, 1783-88. Created Earl Howe, 1788. Vice-Admiral of England, 1792. Commander-in-Chief in the Channel, 1793-97, with the Union flag at the main; and defeated the French fleet off Ushant on 1st June, 1794. Admiral of the Fleet and General of Marines, 1796. K.G., 1797. Died, 1799. *Lent by Earl Howe.*

333 **H.M. Ship Lion, Captain Peircy Brett, engaging the French ship Elizabeth,** 9th July, 1745. By S. SCOTT.

The Elizabeth was privately fitted out to escort the young Pretender, Prince Charles Edward, who was in an accompanying frigate, to Scotland, but being disabled in the action was obliged to return to France. The Lion had her Captain and 106 officers and men wounded, and 45 killed. The Elizabeth had 64 killed and 44 wounded.

Lent by the Earl of Sandwich.

334 **Thomas Graves, Lord Graves, Admiral.** (1725-1802.)

Born about 1725. Captain, 1755. Rear-Admiral, 1779. Commander-in-Chief in North America, 1781, and in the unfortunate action with de Grasse on 5th September. Vice-Admiral, 1787. Admiral, 1794. Second in command under Lord Howe in the Action of 1st June, 1794, and raised to an Irish peerage. Died, 1802.

Lent by the Lords Commissioners of the Admiralty.

335 **Capture** of the Duc de Chartres by the Bellona, Captain the Honourable Samuel Barrington. 18th August, 1747. By DOMINIC SERRES, R.A.

The Duc de Chartres, a French East Indiaman mounting 30 guns, was engaged by the Bellona, off Ushant, and struck to her after an action of two hours duration.

Lent by the Lords Commissioners of the Admiralty.

336 **Admiral Sir Edward Hughes, K.B.** (-1794.)

Midshipman of the Diamond, with Captain Knowles, under Vernon, at Porto Bello, in 1739. Captain, 1748. Commodore of the East India Squadron, from 1773 to 1777. Rear Admiral, 1778. Commander-in-Chief in the East Indies, 1779—1783. Fought five actions with the French fleet under de Suffren, viz., on the 17th Feb., 12th April, 6th July, and 3rd Sept., 1782, and 20th June, 1783. Vice-Admiral, 1780. Admiral, 1793. Died, 1794.

Lent by the Mayor and Corporation of Ipswich.

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337 **Capture** of two French Privateers, the Royal and the Duchesse de Penthion, by H.M. Ship Bridgewater (1745). By S. SCOTT.
Lent by the Earl of Sandwich.

338 **Alan Gardner, Lord Gardner,** Admiral. (1742-1809.) Unknown.
Born, 1742. Lieutenant of the Bellona at the capture of the Courageux, 1761. Commander, 1762. Captain, 1766. In command of the Maidstone frigate, captured, after a severe action, the Lion, French ship of 40 guns. Captain of the Sultan in Byron's action, 1779. Commanded the Duke in Rodney's action, 1782. Commissioner of the Admiralty, 1790. Rear-Admiral, 1793; and Commander-in-Chief of the Leeward Islands station. With his flag in the Queen commanded a division of the fleet in Howe's action of 1st June, 1794. Rewarded by a baronetcy, gold chain, and medal, and appointed Major-General of Marines and Vice-Admiral. In Lord Bridport's action, 1795. Admiral, 1799. Elevated to the Peerage, 1800. Commander-in-Chief of the Channel fleet, 1807. Died, 1809.
Lent by the Lords Commissioners of the Admiralty.

339 **Captain Sir Walter Stirling, Knt.** (-1786.) By SIR J. REYNOLDS, P.R.A.
Lieutenant, 1746. Commander, 1757. Captain, 1759. Commanded the Gibraltar in the West Indies in 1780-1, and being sent home with despatches announcing the reduction of St. Eustatia, was knighted. Died, 1786. *Lent by Lady Caroline Stirling.*

340 **Edward Hawke, Lord Hawke, K.B.,** Admiral of the Fleet. (1705-1781.) By FRANCIS COTES, R.A.
Born, 1705. Lieutenant, 1729. Commander, 1733. Captain, 1734. Commanded the Berwick in the action off Toulon, 1744. Rear-Admiral, 1747. In command of a squadron defeated a French squadron, October, 1747, and was made a K.B. Vice-Admiral, 1748. Admiral, 1757. Commanded the expedition to Basque Roads in 1757, and again in 1758. In 1759 defeated Conflans in Quiberon Bay, and was rewarded by a pension of £2,000 a year. In command of the Channel fleet till Sept., 1762. Rear-Admiral of England, 1762. Vice-Admiral of England, 1765. Admiral of the Fleet, 1768. First Lord Commissioner of the Admiralty, 1766. Raised to the Peerage, 1776. Died, 1781. *Lent by the Lords Commissioners of the Admiralty.*

341 **Capture** of the Comte de St. Florentine, by the Achilles, Captain the Hon. Samuel Barrington, 4th April, 1759. By DOM. SERRES, R.A.
The Achilles, of 60 guns, fell in, off Cape Finisterre, with the Comte de St. Florentine, a French privateer, also carrying 60 guns. The French ship was defended with great gallantry, and did not surrender until, after an action of two hours, she had become dismasted and lost her captain and 116 men killed and wounded.
Lent by the Lords Commissioners of the Admiralty.

342 **Augustus Keppel, Viscount Keppel,** Admiral. (1725-1786.) By SIR JOSHUA REYNOLDS, P.R.A.
Born, 1725. Sailed in the Centurion with Anson, in his celebrated voyage round the world. Commander and captain, 1744. Commanded the Valiant in the battle of Quiberon Bay, 1759. Rear-Admiral, 1762. Vice-Admiral, 1770. Admiral, 1778. Commanded the Fleet in the indecisive action off Ushant, 27th July, 1778. He was afterwards

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tried by Court Martial on charges of misconduct preferred against him by Sir Hugh Palliser, the second in command. The charges were pronounced "malicious and ill-founded," and he was honourably acquitted. First Lord of the Admiralty and Viscount Keppel, 1782. Died, 1786. *Lent by the Trustees of the National Portrait Gallery.*

343 **Captain Philip Saumarez.** (1710-1747.)
Born, 1710. As a lieutenant served in the Centurion with Anson in his celebrated voyage round the world, and was promoted in 1743 to command the great Manila galleon. On 11th October, 1746, in command of the Nottingham, of 60 guns, he captured the French 64-gun ship Mars. In May, 1747, he took part in Anson's action off Cape Finisterre, and in Hawke's action in the Bay of Biscay on 14th October, 1747, when he was killed by almost the last shot fired by the enemy. There is a monument to his memory in Westminster Abbey.
Lent by Lord de Saumarez.

344 **Vice-Admiral Thomas Brodrick.** (-1769.) By Sir Joshua Reynolds, P.R.A.
In 1739 was a Lieutenant of the Burford, Vernon's Flagship at Portobello, and commanded the landing party which stormed the Iron Castle. Promoted to be Commander. Captain, 1741. Served in the West Indies till the peace in 1748. Rear-Admiral, 1756. In 1758, when going out to the Mediterranean as second in command, the 90-gun ship Prince George, carrying his flag, caught fire off Ushant and was burned. Out of a complement of nearly 800 only 250 were saved. The Admiral was picked up after he had been swimming for about an hour. Vice-Admiral, 1759, and second in command under Boscawen in the action off Lagos. Died, 1769.
Lent by J. Schenhauser, Esq.

345 **Capture of Havana** by an English squadron and army, under Sir George Pocock and the Earl of Albemarle, in 1762. By Dom. Serres, R.A. *Lent by Francis William Slade, Esq.*

346 **British Fleet off the Mole.** *Lent by Messrs. Stilwell & Son.*

347 **Gallant Defence of H.M. Sloop Blast,** of 8 Guns, Captain M. Shuldham, against two Spanish Privateers, 1745. By S. Scott.
Lent by the Earl of Sandwich.

348 **Capture and Destruction of the Spanish Treasure Ships** by Captain Stayner, 8th September, 1656.
Lent by Her Majesty the Queen.

348A **Action between H.M.S. Eurotas and Clorinde.** See Nos. 700 and 704. *Lent by Admiral Sir A. Phillimore, K.C.B.*

348B **Launch of a Ship of War.** *Lent by R. J. Roddam, Esq.*

349 **Defeat of the French Fleet** under Marshal Conflans in Quiberon Bay, 1759. By Dom. Serres, R.A.
Lent by the Lords Commissioners of the Admiralty.

350 **Richard Howe, Earl Howe, K.G.,** Admiral of the Fleet. (1726-1799.) By Gainsborough Dupont.
Another Portrait. For services, see No. 332.
Lent by the Brethren of Trinity Hous

351 **Admiral The Honourable Samuel Barrington.** (1729-1800.) By SIR JOSHUA REYNOLDS, P.R.A.

Born, 1729. Lieutenant, 1745. Commander, 1747. Captain, 1747. In command of the Bellona frigate, captured, 1747, after a smart action, the Duc de Chartres, of 30 guns. In command of the 60-gun ship Achilles, captured, 1759, the Comte de St. Florentine, French ship of equal force. Rear-Admiral, 1778, and Commander-in-Chief in the West Indies. Reduced St. Lucia and defeated the French under D'Estaing in the Cul de Sac, 1778. Second in command under Byron in the action off Grenada, 1779. Vice-Admiral, 1779. Second in command under Lord Howe at the relief of Gibraltar, 1782. Admiral, 1787. Died, 1800. *Lent by the Lords Commissioners of the Admiralty.*

352 **Captain Lord George Graham in his Cabin.** By W. HOGARTH. *Lent by the Duke of Montrose, K.T.*

353 **A Naval Review in the Reign of Geo. I.** By H. RIETSCHOOF. *Lent by John Lewis Rutley, Esq.*

354 **Admiral Sir George Pocock, K.B.** (1706-1792.)

Born, 1706. Nephew of Sir George Byng, Viscount Torrington, under whose patronage he entered the service, and served in the Sicilian campaign of 1718. Captain, 1738. Rear-Admiral, 1755. Vice-Admiral, 1758. Commander-in-Chief in the East Indies, 1757-60, and fought three actions with the French squadron under D'Aché. Admiral and K.B., 1761. Commander-in-Chief in the West Indies and at the reduction of Havana, 1762. Died, 1792.

Lent by Col. Sir G. F. C. Pocock, Bart.

355 **Captain Sir Richard Pearson, Kt.**

Captain, 1773. Commanded the Serapis, in the celebrated engagement with the French-American Squadron of Paul Jones, in 1779; and was knighted for his good service. Lieutenant Governor of Greenwich Hospital. Died, 1805. *Lent by C. L. M. Pearson, Esq.*

356 **Commodore Edward Thompson.** (-1787.)

Lieutenant, 1757. Captain, 1772. In 1781 commanded the Hyæna frigate in the West Indies. Died 1787, Captain of the Grampus and Commodore on the coast of Guinea. Was the author of some plays and short poems : commonly known in the Navy as "Poet Thompson."

Lent by the Corporation of Trinity House, Hull.

357 **George Brydges Rodney, Lord Rodney, K.B., Admiral.** (1718-1792.) By SIR JOSHUA REYNOLDS, P.R.A.

Born, 1718. Captain, 1742. Commanded the Eagle in Hawke's action, October, 1747. Governor of Newfoundland, 1749. Rear-Admiral, 1759. In 1762, in conjunction with the army, reduced the French West India Islands. Vice-Admiral, 1763. Baronet, 1764. Governor of Greenwich Hospital, 1765, which post he resigned, 1771, on being appointed Commander-in-Chief of the Jamaica Station. Admiral, 1778. Defeated Langara's fleet, and relieved Gibraltar, 1780. Three times in the same year he engaged the French fleet off Martinique, under De Guichen. K.B., 1780. Captured St. Eustatia, 1781. Vice-Admiral of England, 1781. Obtained a signal victory over De Grasse, on 12th April, 1782, for which he was created a Peer of the realm, with a pension of £2,000. Died, 1792.

Lent by Her Majesty the Queen.

358 **Captain James Cook.** (1728-1779.) By N. DANCE, R.A.
Born, 1728. The renowned circumnavigator, killed at Owyhee by the natives, 1779, when on his third voyage of discovery.
Lent by J. Lyon Thurlow, Esq.

359 **Captain James Shirley.** (-1777.)
Commander, 1768. Captain, 1772. In command of the Vestal, of 24 guns, was lost, with the whole of the crew, on the banks of Newfoundland, 1777. *Lent by W. Hale, Esq.*

360 **Augustus John Hervey, 3rd Earl of Bristol,** Vice-Admiral. (1724-1779.) By T. GAINSBOROUGH, R.A.
Born, 1724. Captain, 1747. In 1759 commanded the Monmouth during the long blockade of Brest, and in 1762 the Dragon at the capture of Havana. Rear-Admiral, 1775. Vice-Admiral, 1779. Died, 1779. One of the husbands of the notorious Duchess of Kingston.
Lent by the Marquis of Bristol.

361 **Admiral George Balfour.** (-1794.) By T. PARKINSON.
Lieutenant, 1745. Commander, 1756. Commanded the Aetna fireship at the reduction of Louisbourg in 1758, and the boats at the capture of the Bienfaisant, to which he was posted. Captain of the Culloden, in 1776, in the Channel, and on the Coast of North America, till she was wrecked on Long Island in 1781. Captain of the Conqueror in Rodney's action in 1782. Rear-Admiral, 1787. Died, 1794.
Lent by Messrs. Stilwell & Sons.

362 **Capture of** Le Télémâque by H.M.S. Experiment, 1757. By D. SERRES, R.A. *Lent by the Lords Commissioners of the Admiralty.*

363 **Admiral Robert Roddam.** (1719-1808.)
Born, 1719. Lieutenant, 1742. Captain, 1747. Commanded the Greenwich and the Colchester during the Seven Years' War. Rear-Admiral, 1778. Vice-Admiral, 1779. Commander-in-Chief at the Nore. Admiral, 1793. Died, 1808.
Lent by R. J. Roddam, Esq.

364 **Rear-Admiral Richard Kempenfelt.** (1720-1782.) By TILLY KETTLE.
Born, 1720. Captain, 1757. Commanded the Elizabeth under Commodore Stevens in Pocock's actions with D'Aché in the East Indies, in 1758 and 1759, and at Manila. Captain of the Fleet, under Sir Charles Hardy, 1778, and his successors, Geary and Darby. Rear-Admiral, 1781. In command of a squadron in December, 1781, scattered a French convoy escorted by a powerful fleet, and captured several of the merchant ships. Lost in the Royal George at Spithead on the 29th August, 1782.
Lent by the Lords Commissioners of the Admiralty.

365 **Admiral Samuel Pitchford Cornish.** (1739-1816.) By N. DANCE, R.A.
Captain, 1761. Commanded the America at the reduction of Manilla; and the Arrogant in Rodney's action of 12th April, 1782. Rear-Admiral, 1790, and commanded a squadron of observation during the Spanish Armament. Vice-Admiral, 1794. Died, 1816.
Lent by Miss Sumner.

366 **Vice-Admiral Sir Samuel Hood, Bart, G.C.B.** (1762-1814.) By JOHN HOPPNER, R.A.

Born, 1762. Midshipman of the Robust in Keppel's action off Ushant, 1778. Lieutenant of the Barfleur with his cousin Sir Samuel, afterwards Lord, Hood, in the West Indies, 1781-3. Captain of the Zealous at the Nile, and left as senior officer on the coast of Egypt, 1798. Captain of the Venerable, with Sir James Saumarez, at Algesiras and in the Straits, 1801. Commander-in-Chief at the Leeward Islands, 1803-5, and nominated a K.B. In September, 1805, while commanding a squadron off Rochefort, lost his right arm in a skirmish with a French squadron. Rear-Admiral, 1807. Second in command in the Baltic under Sir James Saumarez in 1808, and in single action captured the Russian ship Sewolod. Baronet, 1809. Vice-Admiral, 1811. Commander-in-Chief in the East Indies, 1812. Died at Madras, 1814. *Lent by Admiral Sir A. W. A. Hood, G.C.B.*

367 **The landing of H.M. Forces** under the command of the Earl of Albemarle on the Island of Cuba, in 1762. By DOM. SERRES, R.A. *Lent by Francis William Slade, Esq.*

368 **John Jervis, Earl of St. Vincent, G.C.B.,** Admiral of the Fleet (1735-1823). By JOHN HOPPNER, R.A.

Another Portrait. For Services, see No. 375. *Lent by The Hon. J. J. Carnegie.*

369 **Rear-Admiral John Houlton.** (1740-1792.) By JOHN HOPPNER, R.A.

Lieutenant, 1756. Commander, 1759. Captain, 1761. Commanded the Montagu in Rodney's three actions with De Guichen in 1780; and in Hood's action with De Grasse, 29th April, 1781. Rear-Admiral, 1790. Died, 1792. See No. 1100. *Lent by Sir V. Houlton, G.C.M.G.*

370 **Captain Charles Wood.** (-1782.)

In 1781, commanded the Infernal in the action in Port Praya. Captain, 1781. Commanded the Hero under Sir Edward Hughes in the first and second actions with De Suffren, and the Worcester in the third action. In the fourth action of Trincomalee, 3rd September, 1782, was mortally wounded, and died a few days afterwards. *Lent by Miss E. L. St. John O'Reilly.*

371 **Captain King, R.N.**

Sailed with Capt. James Cook in his voyages round the world, and brought his ship home on the death of that officer. *Lent by Raleigh King, Esq.*

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372 **Captain Sir Alexander Schomberg, Kt.** (1720-1804.) By W. HOGARTH.

Lieutenant, 1747. Captain, 1757. Commanded the Diana frigate at the reduction of Quebec, 1759. Knighted by the Viceroy of Ireland, while in command of the Viceroy's yacht, 1777. Died, 1804.

Lent by General G. A. Schomberg, C.B.

373 **Naval Division Sailing up Channel.**

Lent by Messrs. E. & E. Emanuel.

374 **Capture** of the French 64-gun ship Belliqueux by H.M. Ship Antelope of 50 guns, Captain Thomas Saumarez, November, 1758. See Chilcott's History of Bristol. By THOMAS WHITCOMBE.

Lent by Lord De Saumarez.

375 **John Jervis, Earl of St. Vincent, G.C.B.**, Admiral of the Fleet. (1735-1823.) By SIR W. BEECHEY, R.A.

Born, 1735. Commander, 1759. Captain, 1760. Commanded the Foudroyant in Keppel's action, 1778; and in the same ship captured the French 74-gun ship Pégase, in 1782, for which he was made a K.B. In Lord Howe's Fleet at the relief of Gibraltar. Rear-Admiral, 1787; Vice-Admiral, 1793. Commanded the Naval Forces at the reduction of the French West India Islands, 1794. Admiral, 1795; and Commander-in-Chief of the Mediterranean. On the 14th February, 1797, engaged and obtained a splendid victory over the Spanish Fleet, off Cape St. Vincent. Created an Earl; honoured with a gold chain and medal, and a pension of £3,000 a year. Continued in command of the Mediterranean Fleet till 1799. Commander-in-Chief of the Channel Fleet, 1800, and Lieut.-General of Marines. First Lord of the Admiralty, 1801-1804. Commander-in-Chief of the Channel Fleet, 1806-1807. General of Marines, 1814. Admiral of the Fleet, 1821. Died, 1823. *Lent by the Fishmongers' Company.*

376 **The British Squadron, under Admiral Barrington, beating off a French Squadron at St. Lucia,** 15th December, 1778. By D. SERRES, R.A.

When Admiral Barrington with a small fleet and 5,000 troops had effected a landing on St. Lucia, the Comte d'Estaing with a superior fleet and a large number of troops arrived for the relief of the island.

The Admiral anchored his five line of battle ships across the entrance of the Cul-de-Sac and beat off two attacks made by 10 sail of the line. The French troops, subsequently landed to the northward, were also repulsed with great loss, and, D'Estaing having withdrawn his fleet to Martinique, the French governor surrendered the island.

Lent by the Lords Commissioners of the Admiralty.

377 **Samuel Hood, Viscount Hood, G.C.B.**, Admiral. (1724-1816.) By THOMAS GAINSBOROUGH, R.N.

Another portrait. For services, see No. .

Lent by the Ironmongers' Company.

378 **Capture of H.M.S. Serapis,** Captain Pearson, by the Bon Homme Richard, 1779. *Lent by Chas. L. M. Pearson, Esq.*

379 **King William IV.** (1765—1837.) By SIR WILLIAM BEECHEY, R.A.

Born, 1765. Entered the Navy as Midshipman, 1779, and served under Rodney at the relief of Gibraltar, 1780. Captain, 1786, after

379—*continued.*
having passed through the regular gradations of the service. Rear-Admiral, 1790. Vice-Admiral, 1793. Admiral, 1799. Lord High Admiral, 1827. Died, 1837.
Lent by the Baroness Burdett-Coutts.

380 **James Saumarez, Lord de Saumarez, G.C.B.**, Admiral. (1757-1836.) By J. PHILLIPS, R.A.
Born, 1757. Promoted to Commander, 1781, for his services in the action off the Doggerbank. Captain of the Russell in Rodney's action, 1782. Knighted for capture of French frigate Réunion, 1793. Commanded the Orion in Lord Bridport's action; in the battle of St. Vincent, and at the Nile, when he was second in command. Promoted to Rear-Admiral and created a Baronet, 1801. Gained a complete victory over a superior force of French and Spanish ships near Algesiras, 12th July, 1801, for which service he received the thanks of Parliament and other distinctions. Vice-Admiral, 1805. Admiral, 1814. Vice-Admiral of England and raised to the peerage, 1831. Died, 1836. *Lent by Lord de Saumarez.*

381 **Admiral Sir William Sidney Smith.** (1764-1840.) By J. ECKSTEIN.
Born, 1764. Entered the Navy in 1776. Midshipman of the Sandwich in Rodney's three actions with De Guichen in 1780. Lieutenant of the Alcide in the actions off Martinique, 29th April, and off the Chesapeake 5th September, 1781, of St. Kitt's 2nd January, and Dominica 12th April, 1782. Volunteered to burn the French fleet on evacuation of Toulon, 1793, and succeeded in destroying 10 ships of the line. Taken prisoner in boats of the Diamond at the mouth of the Seine, and confined two years in the Temple at Paris. Greatly distinguished himself by his defence of Acre against Napoleon, 1799. For these brilliant services he received the thanks of Parliament, and a pension of £1,000, a year. Rear-Admiral, 1805. Passed the Dardanelles with Duckworth, 1807. Held several important commands. Admiral, 1821. Lieut.-General of Marines, 1830. Died at Paris, 1840.
Lent by the Trustees of the National Portrait Gallery.

382 **Admiral Sir George B. Rodney's Action with the French Fleet,** 1782. Unknown. *Lent by the United Service Club.*

383 **Engagement between Hood and De Grasse,** 29th April, 1781, off Martinique. By N. POCOCK. *Lent by Viscount Hood.*

384 **Admiral Sir Charles Hamilton, Bart., K.C.B.** (1767-1849.)
Born, 1767. Lieutenant, 1781. Commander, 1789. Captain, 1790. Served continuously during the war. Rear-Admiral, 1810. Vice-Admiral, 1814. Governor of Newfoundland, 1818-24. Admiral, 1830. K.C.B., 1833. Died, 1849. *Lent by Sir E. A. Hamilton, Bart.*

385 **Lieutenant Horatio Nelson** volunteering to board a prize (an American letter-of-marque) in a violent gale, November 20, 1777. By R. WESTALL, R.A.
Lent by the Lords Commissioners of the Admiralty.

386 **Engagement off St. Kitt's,** January, 1782, between Hood and De Grasse. By N. POCOCK.
This picture represents one of the three actions which were fought on January 25, 26, and 27, 1782. *Lent by Viscount Hood.*

387 **George Keith Elphinstone, Viscount Keith, G.C.B., Admiral.** (1746-1823.) JOHN HOPPNER, R.A.

Born, 1746. Lieutenant, 1770. Commander, 1772. Captain, 1775. In command of the Warwick, captured, 1778, a Dutch ship of war of equal force. Captain of the Robust at Toulon, 1793, and in command of Fort La Malgue while that place was occupied by the Allies. Rear-Admiral and K.B., 1794. Vice-Admiral, 1795. Reduced the Cape of Good Hope, and the Dutch East India Islands, and captured a Dutch squadron in Saldanha Bay. Raised to the Irish peerage, 1797. Second in command of the Mediterranean fleet under Earl St. Vincent, 1798; and, in 1799, Commander-in-Chief. Captured Genoa and Malta. Admiral, 1801, and commanded the naval part of the expedition to Egypt. In 1803 Commander-in-Chief on the North Sea station till 1807. Commander-in-Chief of the Channel Fleet, 1812, till the Peace. Viscount of the United Kingdom, 1814. Died, 1823.

Lent by Her Majesty the Queen.

388 **H.M.S. Centaur, Lion, Belleisle, &c., at Spithead.** By D. SERRES, R.A. *Lent by Thos. B. Allen, Esq.*

389 **Admiral Sir John Orde, Bart.** (1751-1824.) Painted by G. ROMNEY, R.A.

Born, 1751. Lieutenant, 1773. Served on the North American Station, and was made a Captain by Lord Howe in 1778. Governor of Dominica, 1783. Baronet, 1790. Rear-Admiral, 1795. Second in command of the Fleet off Cadiz under the Earl of St. Vincent in 1798. Vice-Admiral, 1799. Commander-in-Chief of the Squadron off Cadiz, 1804. Admiral, 1805. Died, 1824.

Lent by Sir J. Campbell-Orde, Bart.

390 **Death of Captain James Cook, at Owyhee,** 14th February, 1779. By W. HODGES, R.A.

In February, 1779, Captain Cook returned to the Island of Owyhee, which he had discovered in the previous year, and, at first, held friendly intercourse with the natives. Finally, however, a boat was stolen and many thefts from the ship were committed. Captain Cook therefore landed, accompanied by Lieutenant Phillips, of the Marines, and seven of his men, and endeavoured to obtain possession of the king, whom he intended to hold as a hostage until the boat was restored, but a large concourse of natives pressed upon him, and obliged him to retreat to the shore. While turning to restrain the fire from the boats he was stabbed from behind by one of the chiefs, and immediately afterwards despatched by another. *Lent by the Agent-General of New South Wales.*

391 **Rear-Admiral Richard Smith.** (1732-1811.) By SIR H. RAEBURN, R.A.

Lieutenant, 1760. Commander, 1761. Captain, 1762. Superannuated Rear-Admiral, 1793. Died, 1811.

Lent by General G. A. Schomberg, C.B.

392 **Commander William Hollamby.** (-1795.)

As a Midshipman, served with Captain James Cook in one of his circumnavigations. Lieutenant, 1781, and in the Sultan, took part in the second, third, and fourth actions in the East Indies, between Hughes and Suffren; was appointed to the Superb, Hughes's flag-ship, and was in her in the last action, off Cuddalore. Commander, 1783. Died, 1795. *Lent by Commander E. B. Boyle, R.N.*

393 **Engagement** between H. M. Ship Mediator, 44, Captain the Hon. James Luttrell, and a French-American Squadron of five sail, two of which, the Alexander, 24, and the Ménagère, 24, were captured. The others made good their escape; 12th December, 1782. See No. 901. By DOM. SERRES, R.A.

394 Ditto.

395 Ditto. *Lent by B. W. Carter, Esq.*

396 **Admiral Sir John Borlase Warren, G.C.B.** (1753-1822.) By JOHN OPIE, R.A.

Born, 1753. Commander, 1779. Captain, 1781. Commanded a frigate squadron in the Channel in 1794, and captured a French squadron, for which he was made a K.B. Performed much good service in the Channel, and in 1798 captured part of a French squadron in Donegal Bay. Rear-Admiral, 1799. A squadron under his command captured, in 1806, the Marengo, of 80 guns, and the Belle Poule frigate, part of Linois's squadron. Vice-Admiral, 1805. Admiral, 1810. Commander-in-Chief on the North American Station, 1813. G.C.B., 1814. Died, 1822.

Lent by the Hon. W. Borlase Warren-Vernon.

397 **Admiral the Hon. Sir Robert Stopford, G.C.B., G.C.M.G.** (1768-1847.)

Born, 1768. Present in Rodney's victory, 12th April, 1782. Captain, 1790. Commanded the Aquilon in Lord Howe's actions, 1794. Captain of the Phaeton in Cornwallis's Retreat. Commanded the Spencer at the battle of St. Domingo, 1806, and in expedition to Copenhagen, 1807. Rear-Admiral, 1808. Second in command at the destruction of ships in Basque Roads, 1809. Commander-in-Chief at the Cape of Good Hope in 1810; and at the capture of the island of Java, 1811. Vice-Admiral, 1812. K.C.B., 1815. Admiral, 1825. G.C.B., 1831. G.C.M.G., 1837. Commander-in-Chief in the Mediterranean, 1837 to 1841, and conducted the operations on the coast of Syria, including the bombardment and capture of St. Jean d'Acre, 1840. On this, as well as on two previous occasions, he received the thanks of Parliament. Governor of Greenwich Hospital, 1841. Died, 1847.

Lent by Mrs. R. W. Stopford.

398 **Action off Providien.** The second action, 12th April, 1782, between Sir Edward Hughes and the Bailli de Suffren. By SIR JOSHUA REYNOLDS, P.R.A.

Five actions were fought in the East Indies between Sir Edward Hughes's Fleet and a French Fleet of superior force commanded by M. de Suffren, but without any very decided advantage being gained on either side. *Lent by the Mayor and Corporation of Ipswich.*

399 **Alexander Hood, Viscount Bridport, K.B.** Admiral. (1727-1814.) By L. F. ABBOTT.

Born, 1727. Lieutenant, 1746. Commander and Captain, 1756. Commanded the Minerva frigate in Hawke's defeat of Conflans in 1759; and in the same ship captured, 1761, the Warwick, 60-gun ship armed *en flute*. Treasurer of Greenwich Hospital, 1766. Commanded the Robust in Keppel's action, 1778. Rear-Admiral, 1780. Commanded a division of the fleet, under Lord Howe, at the relief of Gibraltar, 1782. Vice-Admiral, 1787. K.B., 1788. Second in command of the Channel Fleet under Lord Howe, 1793. Admiral, 1794; and second in command at the victory over the French Fleet on the 1st

399—*continued.*
June. Raised to the Irish peerage as Baron Bridport, and decorated with the gold chain and medal. Defeated the French Fleet, off Groix, 22nd June, 1795. Vice-Admiral of England, 1796; and created an English peer. Commander-in-Chief of the Channel Fleet, 1797, during the Mutiny, and until 1800. Lieut.-General of Marines, 1799. Viscount Bridport in 1801, and General of Marines. Died, 1814.
Lent by Viscount Hood.

400 **Samuel Hood, Viscount Hood, G.C.B.,** Admiral. (1724-1816. By JOHN HOPPNER, R.A.
Born, 1724. Lieutenant, 1746. Commander, 1754. Captain, 1756. In command of the 50-gun ship Antelope, drove on shore the Aquilon, French ship of equal force, in 1757; and as Captain of the Vestal frigate, captured, in 1759, the Bellona, of equal force. Commissioner of Portsmouth Dockyard and Baronet, 1778. Rear-Admiral, 1780. Engaged the French fleet off Martinique, April, 1781; was second in command in the action off the Chesapeake, 5th September, 1781; repulsed De Grasse at St. Kitt's in January, 1782. Second in command under Rodney at the total defeat of the French fleet in 1782; for which services he was raised to the Irish peerage. Vice-Admiral, 1787. Commander-in-Chief of the Mediterranean, 1793. Obtained possession of Toulon, and of the fleet therein. Reduced Corsica, and performed other brilliant services. Admiral, 1794. Governor of Greenwich Hospital, 1796, and created a Viscount. G.C.B., 1815. Died, 1816. *Lent by Viscount Hood.*

401 **Admiral Sir Robert Calder, Bart.** (1745-1818.) Unknown.
Born, 1745. First Captain of the Victory, bearing the flag of Sir John Jervis, at the battle off Cape St. Vincent, 1797. Knighted, and afterwards in 1798 created a baronet for his services. When in command of a fleet of 15 sail of the line, brought to action, on 22nd July, 1805, a combined French and Spanish fleet of superior numbers, and succeeded in capturing two of the enemy's ships. Died, 1818.
Lent by the Lords Commissioners of the Admiralty.

402 **Vice-Admiral William Bligh.** (1753-1817.)
Born about 1753. Served under Captain Cook in his second voyage, 1772-4; as a Lieutenant was present in the action on the Doggerbank, and at Howe's relief of Gibraltar. Appointed to command the Bounty, 1787, on a voyage to the Pacific. As the result of a mutiny near Tahiti

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402—*continued.*
in April, 1789, he, with 18 of the crew, was put into a boat, and made his way to Timor, which he reached, after terrible sufferings, in June. As a Captain commanded the Director at Camperdown, and the Glatton at Copenhagen in 1801. Captain-General and Governor of New South Wales in 1805. Was deposed, 1808, by one of his officers, and sent to England. Rear-Admiral, 1811. Vice-Admiral, 1814. Died, 1817. *Lent by the Hon. and Rev. E. V. Bligh.*

403 **Admiral Philip Patton.** (1739-1815.)
Born, 1739. As a Midshipman was present at the reduction of Louisbourg, 1758. At the defeat of the French off Lagos, and in Quiberon Bay in 1759. Lieutenant, 1762. Commander, 1778. Captain, 1779. In command of the Belle Poule, captured the noted privateer Luke Ryan, 1781. Rear-Admiral, 1795. Vice-Admiral, 1801. Second in command of the Squadron in the Downs, 1803. Admiral, 1805. A Lord Commissioner of the Admiralty, 1807. Died, 1815.
Lent by Captain J. Patton, R.N.

404 **Vice-Admiral William Young.** By N. LANCE.
Captain, 1802; Rear-Admiral, 1837; Vice-Admiral, 1846. Was appointed by Lord Keith to his flag ship, the Foudroyant, for the purpose of conducting the detailed duties of the shipping as Captain of the Mediterranean Fleet, then on the eve of proceeding to Egypt, at Port Mahon in Nov., 1800. In this capacity he superintended the landing of the British troops in Egypt, on the 8th of March, 1801. For his services on this occasion he received a presentation sword as well as the Gold Medal of the Turkish Order of the Crescent. Died, 1847.
Lent by Sir Frederick Young, K.C.M.G.

405 **Action off Trincomalee.** The fourth action between Sir Edward Hughes and the Bailli de Suffren, 3rd September, 1782. By SIR JOSHUA REYNOLDS, P.R.A.
Lent by the Mayor and Corporation of Ipswich.

406 **Defeat of the Spanish Fleet,** under Don Juan de Langara, by Sir George B. Rodney, 16th January, 1780. By RICHARD PATON.
On proceeding to the relief of Gibraltar, which had been invested for several months by the forces of France and Spain, Rodney fell in with the Spanish Fleet, took six of the enemy's ships, and made the Admiral, Count Langara, prisoner. The Spanish ship San Domingo was blown up during the action.
Lent by the Lords Commissioners of the Admiralty.

407 **Cuthbert Collingwood, Lord Collingwood,** Vice-Admiral. (1750-1810.) By LONSDALL.
Born, 1750. Served on shore at the battle of Bunker's Hill. Captain, 1780. Flag-Captain to Rear-Admiral Bowyer in Howe's action. Commanded the Excellent in the battle off Cape St. Vincent. Rear-Admiral, 1799. Vice-Admiral, 1804. Second in command under Nelson at Trafalgar, and for his eminent services raised to the peerage, with a pension of £2,000 a year. Continued to command the Mediterranean Fleet until his death, 7th March, 1810. His body was brought to England and buried in the crypt of St. Paul's.
Lent by the Mayor and Corporation of Newcastle.

408 **Action between Frigate, commanded by Commodore Oury, and Gun-boats off Ushant.** By T. LUNY.
Lent by Admiral George Parker.

409 **Action off Scarborough** between the Serapis and the Bon Homme Richard, 1779. *Lent by F. H. Crozier, Esq.*

410 **Admiral Sir Thomas Graves, K.B.** (1747-1814.) By JAMES NORTHCOTE, R.A.

Born about 1747. Lieutenant, 1765. Commander, 1779. Captain, 1781. Commanded the Bedford in Hood's action at St. Kitts, and in Rodney's victory in 1782. When Captain of the Magicienne fought a severe action with the French frigate Sybille, 1783. Rear-Admiral, 1801. Second in command under Lord Nelson at the battle of Copenhagen, 1801, and made a K.B. for his services on that occasion. Vice-Admiral, 1805. Admiral, 1812. Died, 1814.

Lent by the Lords Commissioners of the Admiralty.

411 **The Attack on Gibraltar,** by night on September 13th, 1782, by the combined fleets of France and Spain. The place was gallantly defended by General Eliott, afterwards Lord Heathfield. By THOMAS WHITCOMBE. *Lent by Fleetwood Sandeman, Esq.*

412 **Edward Pellew, Viscount Exmouth, G.C.B., Admiral** (1757-1833.) By JOHN OPIE, R.A.

Born, 1757. Commander, 1780. Captain, 1782. In 1793, in command of the Nymphe, captured the Cléopatra, French frigate, for which he was knighted. In company with a frigate squadron, under Warren, assisted at the capture of four French frigates, 1794. Raised to the baronetage. In command of the Indefatigable, performed a variety of splendid services from 1796 to 1799. Rear-Admiral, 1804, and Commander-in-Chief on the East India station. Vice-Admiral, 1808. Commander-in-Chief in the Mediterranean, 1811. Elevated to the peerage, 1814. Admiral, 1814. Destroyed the fortresses in Algiers, 1816, and effected the abolition of Christian slavery in the Dey's dominions. G.C.B., 1816. Commander-in-Chief at Plymouth, 1817. Vice-Admiral of England, 1831. Died, 1833.

Lent by Tansley Witt, Esq.

413 **Defeat of the French Fleet** under the Comte de Grasse, by the British Fleet under Sir G. B. Rodney, April 12th, 1782.

Lent by the Lords Commissioners of the Admiralty.

414 **Engagement in the East Indies,** on 12th April, 1782, between Captain James Alms, of the Monmouth, and the Bailli de Suffren, in the Héros, 74, with two other French ships. Painted by DOMINIC SERRES, R.A.

This was an episode of the action off Providien Island.

Lent by T. R. S. Temple, Esq.

415 **Rear-Admiral Sir Thomas Troubridge, Bart.** (1758—1807.) By SIR W. BEECHEY, R.A.

Born, 1758. Captain, 1783. Commanded the Culloden, and highly distinguished in the battle of St. Vincent, and at the Nile. Commanded the naval brigade in the reduction of St. Elmo at Naples, 1799. Baronet, 1799. Captain of the Fleet to Lord St. Vincent in 1800-1; and with him, a Lord of the Admiralty, 1801-4. Rear-Admiral, 1805, and Commander-in-Chief in the East Indies. Lost in the Blenheim, on the passage to the Cape of Good Hope; supposed to have foundered in a hurricane off the coast of Madagascar, February, 1807

Lent by Miss C. F. Troubridge.

416 **Action** between H.M. Ship Serapis, 40, Captain Richard Pearson, and the French Ship Bon Homme Richard, 40, Captain Paul Jones, off Scarborough, September 23rd, 1779. By THOMAS MITCHELL.

The French frigate Alliance, 40, also engaged the Serapis. The Countess of Scarborough, 20, armed ship, Captain Piercy, was at the same time engaged and taken by the Pallas, 32, and the Vengeance, 12, of Paul Jones's squadron. Captain Pearson won a Knighthood by the gallantry of his defence. *Lent by Rev. E. Elton.*

417 **Admiral Sir John Thomas Duckworth, Bart., G.C.B.** (1748-1817.)

Born, 1748. Captain, 1780. Commanded the Orion in the action of 1st June, 1794. In 1798 commanded the naval force at the reduction of Minorca. Rear-Admiral, 1799. K.B., 1801. Vice-Admiral, 1804. Won a singularly complete victory over the French off St. Domingo, 1806. Led a squadron through the Dardanelles, 1807. Commander-in-Chief at Newfoundland, 1810. Admiral, 1810. Baronet, 1813. Died, 1817.

Lent by Admiral Sir G. Duckworth-King, Bart., K.C.B.

418 **Entrance to the Tagus,** with a frigate under sail. By T. LUNY.

Lent by Admiral Cornish Bowden.

419 **Action** between the French César, 74, and H.M. Ship Isis, 50, Captain James Rayner. August 16, 1778. By the Rev. J. MITCHELL.

After a desperate action, which lasted an hour and a half, the César sheered off leaving the Isis incapable from losses sustained by her masts and rigging but otherwise little injured. The Captain of the César, M. Bougainville, lost an arm in the engagement.

Lent by Rev. Thos. Halliwell.

420 **Action on the Dogger-bank,** 5th August, 1781. By D. SERRES, R.A. *Lent by Henry Twite, Esq.*

421 **The Fleet prepared in expectation of war with Spain in 1790.** Painted for Admiral of the Fleet Sir G. Byam Martin, from a sketch taken at the time by an officer of the fleet. By WALKER.

Lent by Admiral Sir William F. Martin, Bart., G.C.B.

422 **H.M.S. Roebuck,** 44, Captain Andrew Snape Hamond, forcing the passage of the New River, a branch of the Hudson, October, 1777. By D. SERRES, R.A. *Lent by Sir G. E. Hamond-Græme, Bart.*

423 **Repulse of the French Fleet at St. Kitt's by Sir Samuel Hood's Fleet, January 26th, 1782.** By N. POCOCK.

In January 1782 Sir Samuel Hood with 22 ships of the line attempted to relieve the island of St. Christopher, then besieged by the French. By skilful manœuvring he succeeded in drawing the French Fleet off the land and in gaining the anchorage of Basseterre which the French ships had just quitted. Anchored in line of battle the British Fleet repulsed with heavy loss three furious attacks of the French, whose fleet, under the Comte de Grasse, consisted of 29 line of battle ships and two frigates. *Lent by the Lords Commissioners of the Admiralty.*

424 **Commissioner John Nicholson Inglefield.** (1748-1828.)

Born, 1748. Lieutenant of the Robust in Keppel's action, 1778. Flag Captain to Sir Samuel Hood, on board the Barfleur, in 1781. Captain of the Centaur in the action off the Chesapeake, 5th

424—*continued.*
September, 1781; at St. Kitts, January, 1782, and at Dominica on 12th April. On the passage to England the Centaur foundered, 23rd September, 1782, only the captain and ten others being saved, after almost incredible sufferings. Captain of the Fleet to Lord Hood in the Mediterranean in 1794. For many years Commissioner of the Navy at Halifax. Died, 1828.
Lent by Admiral Sir E. Inglefield, K.C.B., F.R.S., D.C.L.

425 **Vice-Admiral William Albany Otway.** (-1814.)
Captain, 1787. Rear-Admiral, 1807. Second in command of the expeditionary force in the Scheldt in 1809. Vice-Admiral, 1811. Died, 1815.
Lent by Admiral Sir E. Inglefield, K.C.B., F.R.S., D.C.L.

426 **An Episode of the Battle off Dominica,** 12th April, 1782. The British ship Centaur, Captain J. N. Inglefield, engaging the French Ship César.

427 Ditto.

428 Ditto.

429 Ditto. *Lent by Admiral Sir E. A. Inglefield, K.C.B., F.R.S.*

430 **Views of a 32-gun Frigate (1777).** By JOHN CLEVELEY.
Lent by the Proprietors of the "Broad Arrow."

431 **Captain Isaac Schomberg.** (1753-1813.) By BOOTH.
First Lieutenant of the Canada with Hood at St. Kitt's, and in Rodney's action, 1782. Captain, 1790. Commanded the Culloden in the action of 1st June, 1794. Deputy Comptroller of the Navy. Author of the "Naval Chronology." Died, 1813.
Lent by E. C. Schomberg, Esq.

431A **Robert Blake,** Admiral and General at Sea. (1599-1657.)
For Services see No. 227.
Lent by the Warden and Fellows of Wadham College, Oxford.

432 **Lieut.-Colonel Anthony Stransham.** Royal Marines.
Lent by General Sir A. B. Stransham, K.C.B.

433 **Entrance to Hamoaze,** with a 44 gun frigate working in. By T. LUNY. *Lent by Admiral Cornish Bowden.*

434 **Two Line of Battle Ships Engaging.** Attributed to CLARKSON STANFIELD, R.A. *Lent by H. W. Brown, Esq.*

435 **Admiral Sir G. B. Rodney's Victory over the French Fleet,** under the Comte de Grasse, off Dominica, April 12th, 1782.
Lent by Mrs. Henry Caldwell.

436 **Rodney's Action off Cape St. Vincent, January 16th, 1780.** By T. LUNY. *Lent by Commander J. Masterman, R.N.*

437 **Admiral Lord Hugh Seymour.** (1759-1801.) By J. HOPPNER, R.A.
Born, 1759. Captain, 1779. Commanded the Latona at the relief of Gibraltar by Lord Howe, 1782, and in the Leviathan, under the same Admiral, highly distinguished himself during the three days' actions of the 28th and 29th May and 1st June, 1794. Rear-Admiral, 1795; and had his flag in the Sans-Pareil, in Bridport's action, off Groix. Commissioner of the Admiralty, 1795-98. Appointed, 1799, Commander-in-Chief of the Jamaica station, where he died, 1801.
Lent by Admiral Lord Alcester, G.C.B.

438 **An Action by Moonlight** between English and French Ships.
Lent by W. Callow, Esq.

439 **H.M. Dockyard, Chatham.** *Lent by Messrs. E. & E. Emanuel.*

440 **Engagement** between H.M.S. Foudroyant, Captain John Jervis, and the French Ship Pégase, April 21st, 1782. Painting on Copper by Captain RAMAGE, R.N.

Lent by Colonel E. H. B. Lysons.

441 **Adam Duncan, Viscount Duncan.** Admiral. (1731-1804.) By J. HOPPNER, R.A.

Born, 1731. Captain, 1761. Commanded the Valiant, bearing the broad-pendant of Commodore Keppel, at the reduction of the Havana, and the Monarch at the defeat of the Spanish fleet by Rodney, 1780. Rear-Admiral, 1787. Vice-Admiral, 1793. Admiral, 1795. Created a Viscount, and received the thanks of Parliament for his great victory over the Dutch fleet, off Camperdown, 11th October, 1797. Died, 1804.

Lent by the Earl of Camperdown.

442 **British Fleet off Naples, 1812.** By Captain ELLIOT, R.N.

Lent by Dr. J. Braxton Hicks, F.R.S.

443 **The Action off Scarborough** on 23rd September, 1779, between Captain Richard Pearson, of H.M. Ship Serapis, and a Squadron under Paul Jones. *Lent by Colonel R. Pearson Crozier.*

444 **A Naval Engagement.** Painted by P. MONAMY.

Lent by H. Grose Smith, Esq.

445 **Five Men-of-War under Sail.** Dover Harbour in the distance. By F. HOLMAN.

Lent by J. L. Collison-Morley, Esq., M.D.

446 **Action off Negapatam.** The third action, 6th July, 1782, between Sir Edward Hughes and the Bailli de Suffren. By D. SERRES, R.A.

In the battle represented in this picture, after an engagement of the Fleets in line which lasted about an hour and a half, the French ships were thrown into confusion and several of them partially disabled, but the British Admiral was prevented by a sudden change of wind from following up the advantage he had gained.

Lent by the Lords Commissioners of the Admiralty.

447 **Ships at Spithead.** By J. HOPPNER, R.A.

Lent by Messrs. Stilwell & Sons.

448 **Bounty Bay, Pitcairn's Island.** The last resort of the mutineers of the Bounty, in the year 1788. By Admiral R. B. BEECHEY.

Lent by Admiral R. B. Beechey.

449 **View of Brest Harbour.** H.M. Ship Montagu, one of the advanced squadron, under Earl St. Vincent, forcing the enemy's ships to shift their anchorage from Bertheaume to Camaret Bay, August, 1800.

Lent by Rear-Admiral R. O. Leach.

450 **Portsmouth Harbour with French Prizes.** By (HOPPY) TURNER.

Lent by Messrs. E. and E. Emanuel.

451 **Equipment of the English Fleet in 1790.** By W. ELLIOT.

Lent by Her Majesty the Queen.

452 **The Attack on Martinique.**

Lent by the Lords Commissioners of the Admiralty.

453 **Engagement** between H.M. frigate Nymphe, 36, Captain Edward Pellew (afterwards Lord Exmouth), and the French frigate Cléopâtre, 40, on June 19th, 1793. By INMAN (?).
Lent by Fleet-Paymaster Isaac B. Moorman, R.N.

454 Ditto.
In this spirited action the Nymphe lost 23 killed and 27 wounded. The Cléopâtre, which was captured, and which suffered much more severely, lost her gallant Commander, Captain Jean Mullon. For the service, Captain Pellew was knighted.

455 **The Engagement** between the Nymphe, 36, and the Cléopâtre, 40, June 19th, 1793. *Lent by Tansley Witt, Esq.*

456 **The Engagement** between the Nymphe and the Cléopâtre.
Lent by Tansley Witt, Esq.

457 **Engagement** between the Nymphe and the Cléopâtre.
Lent by Tansley Witt, Esq.

458 **Capture of the French frigate Réunion, 36,** off Cherbourg, by H.M.S. Crescent, 36, Capt. James Saumarez (afterwards Lord de Saumarez, No.), Oct. 20, 1793. By T. ELLIOT.
It is a singular fact that although the action lasted for over two hours, during which period the enemy lost 33 killed and 48 severely wounded, not a single Englishman was hurt. Capt. Saumarez was knighted for this action, and the prize was added to the navy.
Lent by Lord de Saumarez.

459 **Action** between the Arethusa, Captain Marshall, and Belle Poule, on June 18th, 1778.

460 Ditto. *Lent by Her Majesty the Queen.*

461 **The Destruction of the Arsenal and Shipping at Toulon** (18th Dec., 1793). By W. A. KNELL, Senr.
The artist painted this picture and another of the same size, "The battle of St. Vincent," in response to an invitation from the British Government in 1847. The St. Vincent picture was purchased from the painter for £800, and is now in one of the committee rooms of the Houses of Parliament. *Lent by Messrs. Henry Castle & Sons.*

Nothing accumulates faster than letters, but the Letter Filing System invented by the great Edison, and supplied by the Edison Mimeograph Company, 60, Ludgate Hill, London, makes order out of chaos.

Prices and particulars on application.

462 **Admiral Sir Robert Waller Otway, Bart., G.C.B.** (1772-1846.)
Born, 1772. Lieutenant, 1793. In the Impregnable in the battle of 1st June, 1794. Commander, 1794. Captain, 1795. Served continuously in the West Indies from 1794 to 1800. Captain of the London, bearing Sir Hyde Parker's flag, in the Baltic, in 1801. Served throughout the War. Rear-Admiral, 1814. K.C.B., 1826; and Commander-in-Chief on the South American Station. Vice-Admiral, 1830. Baronet, 1831. Commander-in-Chief at the Nore, 1837-41. Admiral, 1841. G.C.B., 1845. Died, 1846. Is said to have been in action not less than one hundred times.
Lent by the Rt. Hon. Sir A. J. Otway, Bart.

463 **Rear-Admiral Sir Michael Seymour, Bart.** (1768-1834.) By J. NORTHCOTE, R.A.
Born, 1768. Midshipman of the Mediator in the action with a French squadron and capture of the Menagère, Dec. 12, 1782. Lieutenant, 1790. In the Marlborough on June 1, 1794, and lost his left arm. Commander, 1795. Captain, 1800. In 1806 appointed to the Amethyst, and in her captured, after a stubborn engagement, the Thétis, Nov. 10, 1808; and on April 5, 1809, the Niemen. Both of these were of vastly superior force, and the two actions were rightly esteemed among the most brilliant in the War. Baronet, 1809. Rear-Admiral and Commander-in-Chief on the Coast of South America, 1833. Died, 1834.
Lent by Vice-Admiral Sir M. Culme Seymour, Bart.

464 **Action of the 1st June, 1794.**—The Queen Charlotte, 110, bearing Earl Howe's flag, engaging the Montagne, 120, Admiral Villaret-Joyeuse's Flag Ship. By P. J. DE LOUTHERBOURG, R.A.
Lent by the Lords Commissioners of the Admiralty.

465 **Admiral Cornwallis' Retreat,** June 17th, 1795. The French retiring. Unknown. *Lent by Commander G. A. Giffard, R.N.*

466 **Captain Sir Andrew Snape Hamond, Bart.** (1738-1828.) Painter, Sir T. LAWRENCE, P.R.A.
Born 1738. Lieutenant, 1759; and served in the Magnanime with Lord Howe in the battle of Quiberon Bay. Commander, 1765. Captain, 1770. Commanded the Roebuck in North America under Lord Howe. Knighted, 1778. Governor of Nova Scotia, 1780. Baronet, 1783. Comptroller of the Navy, 1794. Died 1828.
Lent by Sir Graham E. Hamond-Græme, Bart.

467 **Sir Graham Eden Hamond, Bart., G.C.B.** Admiral of the Fleet. (1779-1862.) By SIR THOMAS LAWRENCE, P.R.A.
Born 1779. Midshipman of the Queen Charlotte in the battle of the 1st June, 1794. Lieutenant, 1796. Commander and Captain, 1798. Rear-Admiral, 1825. Vice-Admiral, 1837. Admiral, 1847. G.C.B., 1855. Admiral of the Fleet, 1862. Died 1862.
Lent by Sir Graham Eden Hamond Græme, Bart.

468 **Admiral Sir Edward Hamilton, Bart., K.C.B.** (1772-1851.)
Born, 1772. Lieutenant, 1793. Commander, 1796. Captain, 1797. In command of the Surprise frigate, cut out the Hermione, 24th October, 1799, from under the batteries of Puerto Cabello. Severely wounded. Received the honour of knighthood; a sword, valued at 300 guineas, from the Jamaica House of Assembly; and the freedom of

468—*continued.*

the City of London in a gold box. His wounds partially incapacitated him from active service. Commanded the Royal yacht, 1806-19. K.C.B., 1815. Baronet, 1818. Rear-Admiral, 1821. Vice Admiral, 1837. Admiral, 1846. Died, 1851.

Lent by Sir E. A. Hamilton, Bart.

469 **Capture of the French Corvette Courier National, 16, by H.M.** sloop Thorn, 16, Captain R. W. Otway, 25 May, 1795.

Lent by the Rt. Hon. Sir Arthur John Otway, Bart.

470 **The Battle of 1st of June, 1794.** By J. P. DE LOUTHERBOURG, R.A.

Lent by Mrs. Frith.

471 **Lord Howe's Victory of the 1st June, 1794.** By W. J. M. TURNER, R.A. *Lent by Henry Twite, Esq.*

472 **Admiral Cornwallis' Retreat,** June 17th, 1795. The Royal Sovereign bearing up to support the Mars. Unknown.

Lent by Commander G. A. Giffard, R.N.

473 **Admiral Cornwallis' Retreat,** June 17th, 1795. The French opening fire. Unknown. *Lent by Commander G. A. Giffard, R.N.*

474 **Admiral Sir David Milne, G.C.B.** (1763-1845.) By G. F. CLARKE.

Born, 1763. Served at the relief of Gibraltar in 1780; at the capture of the Spanish frigate Leocadia, and in Hood's and Rodney's actions, 1782. Lieutenant of the Blanche at the capture of the Pique, when he greatly distinguished himself, and at the head of a small party swam on board to take possession of the prize, 1795. Captain, 1795. Assisted in the capture of the Seine, 1798; and when in command of that frigate, took the Vengeance, a ship of superior force, after a brilliant action, 1800. Served on the North American station during the war until promoted to Rear-Admiral, 1814. Second in command, under Lord Exmouth, at the bombardment of Algiers, and received the thanks of Parliament. K.C.B., 1816. Vice-Admiral, 1825. Commander-in-Chief in North America, 1817-19, and at Devonport, 1842-45. G.C.B., 1840. Admiral, 1841. Died, 1845.

Lent by the Lords Commissioners of the Admiralty.

475 **Retreat of Admiral Cornwallis before a superior French Fleet,** June 16 and 17, 1795. By GILBERT.

"The events connected with this retreat are memorable for the display of the finest example of united courage and coolness to be found in Naval Annals." Cornwallis had 5 sail of the line, 2 frigates and a brig; the French had 13 sail of the line, 7 razées, 7 frigates, and 2 brigs. *Lent by W. Cornwallis West, Esq., M.P.*

476 **Engagement between Admiral Cornwallis and a superior French Fleet,** June 17, 1795. By GILBERT.

Lent by W. Cornwallis West, Esq., M.P.

477 **Engagement between Admiral Cornwallis and a superior French Fleet,** June 17, 1795. By GILBERT.

Lent by W. Cornwallis West, Esq., M.P.

478 **Rear-Admiral Sir Charles Brisbane, K.C.B.** (1769-1829.)

Born about 1769. Midshipman of the Hercules in the Battle of Dominica. Lost an eye at the siege of Bastia, while serving under Nelson. Captain, 1796. Served continuously, for the most part in the

478—*continued.*

West Indies, till 1808, when he was appointed Governor of St. Vincent. Knighted, 1807; K.C.B., 1815; Rear-Admiral, 1819. Died, 1829. *Lent by General Sir I. Ewart, K.C.B.*

479 **Sir Horatio Nelson wounded at Santa Cruz, Teneriffe,** July 24, 1797. By R. WESTALL, R.A.

The British attacking party, having suffered very severely, was allowed, upon threatening to burn the town, to re-embark, and was most chivalrously treated by Don J. A. Gutteri, the Spanish Governor.

Nelson's life was on this occasion saved by a seaman called John Sykes. *Lent by the Lords Commissioners of the Admiralty.*

480 **Sir George Martin, G.C.B., G.C.M.G., Admiral of the Fleet.** (1765-1847.) By CHARLES LANDSEER, R.A.

Born, 1765. Served in Keppel's action, 1778, in Byron's action, 1779, and in the three actions under Rodney, 1780. Captain of the Irresistible at the battle off Cape St. Vincent, and of the Northumberland at the capture of the Généreux, French 74, and at the blockade of Malta until it capitulated, 1800. Accompanied expedition to Egypt under Lord Keith, 1801. Captain of the Barfleur in Sir Robert Calder's action, 1805. Rear-Admiral, 1805. Vice-Admiral, 1810. Held various commands as a Flag Officer. K.C.B., 1815. G.C.B. and Admiral, 1821. Rear-Admiral of the United Kingdom, 1833. Vice-Admiral of the United Kingdom, 1834. Admiral of the Fleet, 1846. Died, 1847.

Lent by the Lords Commissioners of the Admiralty.

481 **H.M.S. Dryad,** 44, Capt. Lord Amelius Beauclerk, going into action with the French frigate Proserpine, 42, on June 13th, 1796. By T. WHITCOMBE. *Lent by the Duke of St. Albans.*

482 **The French frigate Proserpine striking to H.M.S. Dryad,** Capt. Lord Amelius Beauclerk, on June 13th, 1796. By T. WHITCOMBE.

"The fight was conducted with so much vigour and judgment that in less than an hour the Proserpine struck to the Dryad." The Proserpine, though somewhat inferior in weight of metal, was largely superior in size and crew. *Lent by the Duke of St. Albans.*

483 **King George III. presenting a Sword to Earl Howe,** on board the Queen Charlotte, at Spithead, June, 1794. By H. P. BRIGGS, R.A.

Soon after the victory of the 1st June, the King, accompanied by the Queen and some of the Royal Family, visited the Fleet at Portsmouth, inspected the prizes taken, and presented a valuable sword to Lord Howe. *Lent by the Lords Commissioners of the Admiralty.*

484 **Action off Guernsey, June 8th, 1794.** Sir James Saumarez in H.M.S. Crescent, 36, covering the retreat of H.M. Ships Druid, 32, and Eurydice, 20, when attacked by a French squadron of six frigates and a brig. Sir James Saumarez was able to elude the enemy by steering through a narrow passage of rocks (never before attempted by a King's ship), having for one of his landmarks his own manor-house in Guernsey.

485 Ditto. *Lent by Lord de Saumarez.*

486 **Destruction of the Arsenal and Ships at Toulon** by the English forces under Lord Hood, Dec. 18, 1793. By T. LUNY.

Lent by Admiral Sir A. W. Acland Hood, G.C.B.

487 **The Victory over the Dutch Fleet off Camperdown,** 11th Oct., 1797. By T. LUNY. *Lent by Miss Morison Duncan.*

488 **The Action off Cape St. Vincent,** 14th February, 1797. *Lent by the Rev. Edward Stanley Carpenter.*

489 **H.M.S. Inconstant,** 36, Captain Thomas Francis Fremantle, engaging the Ça-Ira, 80, off Genoa, Jan. 13, 1795, H.M.S. Agamemnon, 64, Captain Horatio Nelson, coming up. *Lent by Lord Cottesloe.*

490 **Sir George Cockburn, Bart., G.C.B., Admiral of the Fleet.** (1772-1853.) By HALL.

Born, 1772. Captain, 1794. In command of the Minerve, captured the Spanish frigate Sabina, 1796, but had to leave her to be recaptured by a Spanish fleet. Served continuously during the war. Rear-Admiral, 1812. Commanded the squadron in the Chesapeake, and the naval force at the capture of Washington, 1813. K.C.B., 1815. With his flag in the Northumberland, conveyed Bonaparte to St. Helena, where he remained Governor and Commander-in-Chief, till relieved by Sir Hudson Lowe and Sir Pulteney Malcolm in 1816. G.C.B., 1818. Vice-Admiral, 1819. Chief of the Lord High Admiral's Council, 1827. Commander-in-Chief in North America, 1832. Admiral, 1837. First Naval Lord of the Admiralty, 1841-6. Admiral of the Fleet, 1851. Succeeded to the baronetcy, 1852. Died, 1853.

Lent by Lady T. J. Hamilton.

491 **Vice-Admiral Sir Thomas Francis Fremantle, G.C.B.** (1765-1819.)

Born, 1765. Lieutenant, 1782. Commander, 1791. Captain, 1793. Commanded the Tartar and Inconstant frigates in the detached squadron under Nelson, and the Seahorse at Teneriffe in 1797. Commanded the Ganges at Copenhagen, and the Neptune at Trafalgar. Rear-Admiral, 1810. K.C.B., 1815. G.C.B., 1818, and Commander-in-Chief in the Mediterranean. Died, 1819.

Lent by Lord Cottesloe.

492 **Vice-Admiral Sir Joseph Sidney Yorke, K.C.B.** (1768-1831.) By ROMNEY.

Midshipman of the Formidable, Sir George Rodney's flag-ship, in the battle of Dominica. Lieutenant, 1789. Commander, 1791. Captain, 1793. Served during the war, principally on the Home Station and the coast of France. Rear-Admiral and knighted, 1810. Vice-Admiral, 1814. K.C.B., 1815. A Lord Commissioner of the Admiralty, 1810-18. Died, 1831.

Lent by Captain the Hon. J. Manners Yorke, R.N.

493 **Capture of the Dutch Frigate Alliance, 36,** after a close action of an hour, by the British Frigate Stag, 32, Captain Joseph Sidney Yorke, off the coast of Norway, August 22, 1795. By POCOCK.

Lent by Captain the Hon. John Manners Yorke, R.N.

494 **Cornwallis' Retreat,** June 17th, 1795. By ELLIOT.

Lent by Capt. R. W. Stopford, R.N.

495 **Battle off Camperdown,** 11th October, 1797. By J. T. SERRES.

Lent by Her Majesty the Queen.

496 **Rear-Admiral Sir Home Riggs Popham, K.C.B.** (1762-1820.)

Captain, 1795. Commodore and Commander-in-Chief at the reduction of the Cape of Good Hope, and the capture of Buenos Ayres in 1806. Took part in the expedition to the Scheldt in 1809; and in 1812 commanded a squadron on the north coast of Spain. Rear-

496—*continued.*
Admiral, 1814. K.C.B., 1815. Commander-in-Chief at Jamaica, 1817. Died, 1820. Was the inventor of a code of signals adopted in the navy.
Lent by the Trustees of the National Portrait Gallery.

497 **Charles Dibdin.** (1745-1814.) By THOMAS PHILLIPS, R.A.
The writer and composer of many of the most popular sea songs.
Lent by the Trustees of the National Portrait Gallery.

498 **Thomas Cochrane, Earl of Dundonald, G.C.B. Admiral.** (1775-1860.) By G. STROELING.
Born 1775. Lieutenant, 1796. Commander, 1800; and in command of the Speedy brig cruised with remarkable success on the coast of Spain, and in her captured the Spanish frigate Gama, 6th May, 1801. Captain, 1801. Commanded the Pallas, 1804; and Impérieuse, 1806. In her was specially appointed to take charge of the fire ships in the attack on the French fleet in Basque Roads, 11th April, 1809. Was made a K.B. In 1814 was accused of being implicated in a stock jobbing swindle, and sentenced to a year's imprisonment and a fine of £1,000. He was also dismissed from the Navy, and degraded from the Order of the Bath. After a brilliant and adventurous career in Chili, Brazil, and Greece, he obtained a reversion of the sentence, officially recognised as unjust; was reinstated in his naval rank, 1832, and in the Order of the Bath, 1847. Vice-Admiral, 1841. Commander-in-Chief in the West Indies, 1848. Admiral, 1851. Rear-Admiral of the United Kingdom, 1854. Died 1860.
Lent by the Earl of Dundonald.

499 **Blowing up of the Boyne, 98, at Spithead,** May 1, 1795. Taken from the old Saluting Battery, Portsmouth. "The flames, which darted from her in a perpendicular column of great height, were terminated by an opaque white cloud like a round cap." (James's Naval History, Vol. 1, pp. 285-6.) Contemporaneous. Unknown.
Lent by Messrs. E. & E. Emanuel.

500 **Escape of the Corso brig, 18, Commander Bartholomew James, from a squadron of Spanish frigates in 1798.** By T. LUNY.
Lent by Commander Sulivan, R.N.

501 **Admiral Sir Charles Home Fremantle, G.C.B.** (1800-1869.)
Son of Vice-Admiral Sir Thomas Francis Fremantle (No.) Born 1800. Captain, 1826. Rear-Admiral, 1854. Third in command of the fleet in the Black Sea in 1855. K.C.B., 1857. Vice-Admiral, 1860. Commander-in-chief at Devonport, 1863. Admiral, 1864. G.C.B., 1867. Died, 1869. *Lent by Lord Cottesloe.*

502 **Admiral Sir Edward Codrington.** (1770-1851.) By H. P. BRIGGS, R.A.
Born, 1770. Entered the Navy, 1783. Lieutenant of Lord Howe's flag-ship in the battle of the 1st June, 1794. Commander, 7th October, 1794. Captain, 6th April, 1795. Commanded the Babet frigate in Lord Bridport's action, 1795; the Orion, 74, at Trafalgar; and the Blake, 74, in the Walcheren Expedition, and on the coast of Spain during the Peninsular War, 1809-1813. Captain of the Fleet at Baltimore and New Orleans in the American war, 1814. Commanded the combined fleets of England, France, and Russia at the battle of Navarino, 1827, in which the Turco-Egyptian fleet acting against Greece was destroyed. Died, 1851.
Lent by the Trustees of the National Portrait Gallery.

503 **Lord Howe's Action of 1st June, 1794 (Morning).** By J. CLEVELEY.
Lent by B. Wentworth-Vernon, Esq.

504 **Lord Howe's Action of 1st June, 1794 (after the Action—Evening).** By J CLEVELEY. *Lent by B. Wentworth-Vernon, Esq.*

505 **The Battle of Camperdown.** By W. J. HUGGINS.
Lent by R. C. Cole, Esq.

506 **Battle of Copenhagen.** *Lent by Sir G. E. Hamond-Græme, Bart.*

507 **Nelson Boarding the San Josef.** By H. SINGLETON.
An incident of the battle of Cape St. Vincent. *Lent by Mrs. Frith.*

508 **Captain John Cooke.** (1763-1805.) Unknown.
Born, 1763. Lieutenant of the Duke in Rodney's action, 12th April, 1782. Captain, 1794. When in command of the Nymphe frigate, in company with the San Fiorenzo, captured the two French ships Resistance and Constance, 1797. Killed in command of the Bellerophon, at Trafalgar, 21st October, 1805.
Lent by Major R. D. Gibney.

509 **Capture of the Caton, 64; Jason, 64; L'Aimable, 32; and Cérès, 18,** by Lord Hood, in the Mona Passage in the West Indies, April 19th, 1782. The two ships in the centre of the picture are the Champion, 24, and the Cérès. By T. WHITCOMBE.
Lent by Albert J. Thornton, Esq.

510 **George III. visiting the Fleet at Portsmouth** after the victory of the 1st June. *Lent by Earl Howe.*

511 **Nelson at the Battle off St. Vincent,** February 14th, 1797. By FRANK BADEN-POWELL.
Commodore Horatio Nelson leading his boarding party from his own ship, the Captain, to the glorious capture of two Spanish men-of-war—the San Nicolas and the San Josef.
A private of the 69th Regt., then acting as Marines, was first across the cat-head, and broke in the windows of the upper starboard quarter gallery of the San Nicolas, immediately followed by Nelson, whose triumphant exclamation of "Victory or Westminster Abbey!" was received with a ringing British cheer; he was closely followed by Lieut. Pearson of the 69th, and Midshipman Wilkinson, Pat Fearney, and others. The forward division of the boarding party was led by Captain Berry, who was first man into the enemy's mizen chains, while Captain Miller, out on the bowsprit obeying Nelson's orders, remained on the Captain, and was presented by Nelson, on his return, with the sword of the Spanish Admiral, just surrendered on this most glorious Valentine's Day as Nelson called it. *Lent by William Imrie, Esq.*

512 **Battle off Cape St. Vincent.** *Lent by Capt. J. P. Sadler.*

513 **Naval Action.** By N. POCOCK.
Lent by the Hon. W. Borlase-Warren-Vernon.

514 **Commodore Nelson boarding the San Nicolas at the battle off Cape St. Vincent,** 14th February, 1797. By Sir WILLIAM ALLAN, R.A., and P.R.S.A.
This picture represents the memorable achievements of Nelson in the battle of St. Vincent. After engaging the Spanish four-decker Santissima Trinidad, Commodore Nelson directed the fire of his ship, the

514—*continued.*

Captain, against the San Nicolas. This ship ran foul of, and entangled herself with, the San Josef. The Captain lost her fore-topmast, and Nelson, fearing that she would drop astern, ran her into the starboard quarter of the San Nicolas, and carried that ship by boarding. On her surrender, Nelson pushed forward and led the boarders over the bulwarks of the San Josef, which also quickly surrendered.

Lent by the Lords Commissioners of the Admiralty.

515 **Rear-Admiral Sir Edward Berry, Bart., K.C.B.** (1768-1831). By THOMAS PHILLIPS, R.A.

Born, 1768. Entered the Navy, 1779. Lieutenant, 1794. In the Agamemnon with Nelson, 1796. Commander, 1796. A volunteer in the Captain, in the victory over the Spanish Fleet off Cape St. Vincent, when he boarded with Nelson, the Spanish ships San Josef, and San Nicholas. Captain, 1797. Flag Captain to Nelson at the Nile; taken prisoner in the Leander when bearing despatches of the victory. Commanded the Foudroyant at the capture of the Généreux and Guillaume Tell, 1800. Captain of the Agamemnon at Trafalgar, and in the action off St. Domingo, 1806. Created a Baronet, 1800. Nominated a K.C.B., 1815. Colonel of Marines, 1819. Rear-Admiral, 1821. Died, 1831.

Lent by the Rev. E. Stanley Carpenter.

516 **The Glorious First of June, 1794.** *Lent by Lord Middleton.*

517 **Commodore Nelson boarding the Spanish first-rate San Josef in the action off Cape St. Vincent,** 14th February, 1797. By GEORGE JONES, R.A.

After the surrender of the San Nicolas, Nelson, followed by Captain Berry, Lieutenant Pearson of the 69th Regiment, John Sykes, his coxswain, and several others of his boarding party, climbed over the bulwarks of the San Josef, and quickly overcame the resistance offered to them. At this moment a Spanish officer called from the quarter-deck rail that the ship had surrendered, and the swords of the officers were immediately afterwards given up to Nelson.

Lent by the Lords Commissioners of the Admiralty.

518 **Captain George Duff.** (1764-1805.) By SIR H. RAEBURN, R.A.

Born 1764. Lieutenant of the Montagu in Rodney's action, 12th April, 1782. Captain, 1793; and served continuously till his death in the battle of Trafalgar while in command of the 74-gun ship Mars. A monument is erected to his memory in St. Paul's Cathedral.

Lent by Mrs. Norwich Duff.

519 **Vice-Admiral The Hon. Sir Henry Blackwood, Bart.** (1770-1832.) Unknown.

Born, 1770. Entered the Navy, 1781; Lieutenant, 1790. First Lieutenant of the Invincible at the battle of 1st June, 1794. Commander, 1794. Commanded the Megæra in Lord Bridport's action, 1795. Captain, 1795, of the Brilliant, and in action with two French frigates of superior force, 1798. Greatly distinguished himself as Captain of the Penelope, 36, in a night action with the Guillaume Tell, 84, which led to her capture, 1800. Rendered important services as Captain of the Euryalus at the battle of Trafalgar, and brought home the despatches announcing the victory. Commanded Ajax in Sir J. T. Duckworth's fleet, in 1807; but his ship took fire and blew

519—*continued.*
up a few days before the passage of the Dardanelles. Rear-Admiral, 1814. Created a Baronet, 1814. K.C.B. and Commander-in-Chief in the East Indies, 1819. Vice-Admiral, 1821. Commander-in-Chief at the Nore, 1827. Died, 1832.
Lent by the Lords Commissioners of the Admiralty.

520 **Rear-Admiral Nelson's conflict with a Spanish launch,** 3rd July, 1797. By R. WESTALL, R.A.
Lent by the Lords Commissioners of the Admiralty.

521 **Admiral Sir Henry Digby, G.C.B.** (1770-1842.)
Lieutenant, 1790. Commander and Captain, 1796. In command of the Alcmène in 1799, assisted in the capture of the Spanish treasure-ship Santa Brigida, "having on board 1,400,000 dollars, independent of a cargo of immense value." Commanded the Africa in the battle of Trafalgar. Rear-Admiral, 1819. Vice-Admiral, 1830. K.C.B., 1831. Admiral, 1841. G.C.B., 1842. Commander-in-Chief at the Nore, 1840. Died, 1842. *Lent by Lord Digby.*

522 **Nelson receiving the swords of Spanish Officers on board the San Josef,** of 112 guns, at the Battle of St. Vincent, 14 February, 1797. Beyond the San Josef is seen the San Nicolas, of 80 guns, in possession of the crew of Nelson's ship, the Captain, 74 guns. By BARKER.
The incident here depicted is thus described in Nelson's own words:—"On the quarter-deck of a Spanish first-rate, extravagant as the story may seem, did I receive the swords of vanquished Spaniards; which, as I received, I gave to William Fearney, one of my bargemen; who put them, with the greatest *sang froid*, under his arm. I was surrounded by Capt. Berry, Lieut. Pearson, of the 69th Regiment, John Sykes, John Thomson, Francis Cooke, all old Agamemnons; and several other brave men, seamen and soldiers. Thus fell these ships." In a postscript he adds: "In boarding the San Nicolas (from which ship he crossed over to the San Josef), I believe we lost about seven killed and ten wounded, and about twenty Spaniards lost their lives by a foolish resistance—none were, I believe, lost in boarding the San Josef. There is a saying in the Fleet too flattering for me to omit telling, viz., 'Nelson's patent bridge for boarding first-rates,' alluding to my passing over an enemy's 80-gun ship."
The portrait of Nelson is from a cast by Flaxman. The portraits of Capt. Berry, who stands between Nelson and his bargeman, and Lieut. Pearson, who is on the right of the latter, are from original pictures.
Lent by Major-General Sir William Crossman, K.C.M.G., M.P

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523 **Battle off Cape St. Vincent, 1797.** By TURNER.
Lent by Algernon R. Bentley, Esq.

524 **The Cutting-out of the Hermione,** 24th October, 1799.
In 1797 the crew of H.M. frigate Hermione, on the West Indian Station, mutinied, murdered her Captain and Officers, and delivered the ship to the Spaniards. In October, 1799, she was lying at Puerto Cabello, moored head and stern between two batteries, said to mount nearly 200 guns. From this position she was most gallantly cut-out by Captain Edward Hamilton and the boats of H.M. frigate Surprise. For this service Capt. Hamilton was knighted. The Hermione was restored to the navy, and was re-named first Retaliation, and subsequently Retribution. *Lent by Sir E. A. Hamilton, Bart.*

525 **Captain Edward Hamilton in the boats of the Surprise cutting out the Hermione from under the batteries of Puerto Cabello,** 24th October, 1799. By N. POCOCK.
Lent by the Lords Commissioners of the Admiralty.

526 **Battle off Cape St. Vincent, 1797.** By W. J. HUGGINS.
Lent by C. Collingwood Denny, Esq.

527 **Admiral Sir Benjamin Hallowell Carew, G.C.B.** (1760-1839.)
Born, 1760. Lieutenant, 1781; in the Alcide in the action off the Chesapeake; and in the Alfred at St. Kitt's and Dominica in 1782. Commander, 1790. Captain, 1793. Served as a volunteer on the staff of Sir John Jervis at St. Vincent in 1797. Captain of the Swiftsure at the Nile in 1798. Rear-Admiral, 1811. K.C.B., 1815. Vice-Admiral, 1819. Commander-in-Chief at the Nore, 1821-4. Admiral, 1830. G.C.B., 1831. Died, 1834. In 1828 took the name of Carew.
Lent by Admiral Sir. E. Inglefield, K.C.B., F.R.S., D.C.L.

528 **Naval Action.** By N. POCOCK.
Lent by the Hon. W. Borlase-Warren-Vernon.

529 **The Battle off Cape St. Vincent, 1797.** By W. A. KNELL, Senr. The original of the fresco in the House of Lords.
Lent by W. H. Willans, Esq.

530 **Cutting-out of the French corvette Chevrette,** 20, by the boats of the Beaulieu, Doris, Uranie and Robust from the Bay of Camaret on the night of July 21, 1801; with portraits of Lieuts. Keith Maxwell, Neville, Burke, Sinclair (of the Marines), &c. By P. J. DE LOUTHERBOURG, R.A.
Lent by C. B. Hare, Esq.

531 **Vice-Admiral Sir Jahleel Brenton, Bart., K.C.B.** (1770-1844.)
Born, 1770. Lieutenant, 1790. Served on board the Barfleur at the battle of Cape St. Vincent. Commander, 1799. Captain, 1800. Commanded the Spartan in her celebrated action with the Cérès, Fama, and gunboats in the Bay of Naples, 3rd May, 1810; and was severely wounded. Baronet, 1812. K.C.B., 1815. Rear-Admiral, 1830. Vice-Admiral, 1840. Died, 1844.
Lent by the Rev. A. F. Carey.

532 **Sir John Jervis's Victory off Cape St. Vincent,** 14th February, 1797. By R. CLEVELEY. *Lent by the Junior United Service Club.*

533 **Battle of the Nile, 1798.** By T. LUNY.
Lent by Peter Y. Gowland, Esq.

534 **The Cutting-out the Hermione.** (See No. 525.)
Lent by Sir E. A. Hamilton, Bart.

535 **Battle of the Nile,** 1st August, 1798. By T. LUNY.
Lent by Admiral Sir A. W. A. Hood, G.C.B.

536 **Mars and L'Hercule—Night Action,** 21st April, 1798. By T. LUNY.
Lent by Admiral George Parker.

537 **The Surrender of La Pomone and La Babet.** By N. POCOCK.
Lent by the Hon. W. Borlase-Warren-Vernon.

538 **Sir James Alexander Gordon, G.C.B., Admiral of the Fleet.** (1782-1869.) By A. MORTON.
Born, 1782. Present as a Midshipman in the action off L'Orient, 1795; at St. Vincent, and the Nile. Lieutenant, 1800. Commander, 1804. Captain, 1805. Commanded the Active frigate in Hoste's action off Lissa in 1811; and at the capture of the Pomone, when he lost a leg, shot off at the knee. In 1814 commanded the squadron in the Potomac. K.C.B., 1815. Rear-Admiral, 1837. Vice-Admiral, 1848. Governor of Greenwich Hospital, 1853. Admiral, 1854. G.C.B., 1855. Admiral of the Fleet, 1868. Died 1869.
Lent by the Misses Gordon.

539 **Victory of Sir Horatio Nelson, K.B.,** over the French Fleet in Aboukir Bay, 1st August, 1798. By GEORGE ARNALD, A.R.A. The picture represents the battle of the Nile at about 10 p.m., when the French ship L'Orient, 120, blew up.
Lent by the Lords Commissioners of the Admiralty.

540 **Vice-Admiral Sir Edward James Foote, K.C.B.** (1767-1833.) Unknown.
Born, 1767. Captain, 1794. Commanded the Seahorse as senior officer in the Bay of Naples, 1799, and signed the treaty with the insurgents, which Nelson annulled. Commanded the Royal yacht, in personal attendance on the King, 1803-12. Rear-Admiral, 1812. Vice-Admiral 1821. K.C.B., 1831. Died, 1833.
Lent by Major Holmes.

541 **Admiral Charles Buckner.** (-1811.)
Lieutenant, 1756. Commander, 1761. Captain, 1766. Commanded the Prothée in the battle of Dominica, 12th April, 1782. Rear-Admiral, 1793. Vice-Admiral, 1794. Commander-in-Chief at the Nore in 1795, and during the Mutiny at the Nore in 1797. Admiral, 1799. Died, 1811. *Lent by Staff-Commander C. E. Buckner.*

542 **The Surrender of the French Ships La Hoche and Coquille.** By N. POCOCK.
Lent by the Hon. W. Borlase-Warren-Vernon.

543 **H.M. Ships Alcmene, Triton, and Naiad taking a galleon containing 1½ million dollars into Plymouth Harbour,** 1799. Unknown. *Lent by Lord Digby.*

544 **The Battle of the Nile,** 1st August, 1798. By J. CARTWRIGHT.
Lent by Her Majesty the Queen.

545 **Action between the Leander, 50, and the Généreux, 74, 1798.** By C. H. SEAFORTH.

The Leander, Capt. Thomas Boulden Thompson, was 80 men short of her complement, and had on board some of the British wounded from the Battle of the Nile, but made a gallant defence, and surrendered only after six hours' bloody conflict, and a loss of 35 killed and 57 wounded. The Généreux lost 100 killed and 188 wounded. Captain Thompson, for his heroic defence, received the honour of knighthood.

Lent by Messrs. Henry Castle & Sons.

546 **Lord Howe's Action** of the 1st June, 1794.

Lent by Sir G. E. Hamond-Græme, Bart.

547 **Capture of L'Hercule, 74, by H.M.S. Mars, 74,** Captain A. Hood, 21st April, 1798. By T. LUNY.

A most determined action. During most of the time the ships were so close that the guns could not be run out, but had to be fired inboard. Twice the men of L'Hercule attempted to board, but each time were repulsed with great slaughter; and at length, having sustained the terrible loss of about 290 killed and wounded, L'Hercule surrendered. The Mars lost Captain Hood and 60 men wounded and 30 killed or missing. The Mars on this occasion really mounted 82 guns, and L'Hercule, 78; but, all things considered, the two ships were as nearly equal as possible. *Lent by Admiral Sir A. W. A. Hood, G.C.B.*

548 **The Mars, with Captain Hood's body on board, towing L'Hercule into Plymouth Harbour,** April 27th, 1798. By T. LUNY.

Lent by Admiral Sir A. W. A. Hood, G.C.B.

549 **Capture of Spanish galleons by H.M. Ships Alcmene, Triton, and Naiad,** 1799. Unknown.

The Spanish treasure ships were the Thetis, 36, with 1,411,256 dollars, and the Santa Brigida, with 1,400,000 dollars on board. The former struck, on Oct. 16th, 1799, to the Ethalion, Capt. James Young, and the latter, on Oct. 18th, to the Naiad, Alemene, and Triton. The Ethalion, on Oct. 21st, took her prize into Plymouth. The Santa Brigida was brought in on the 22nd. Sixty-three artillery wagons were required to convey the treasure to the citadel. Each captain received as his share £40,730 18s.; each seaman, £182 4s. 9¾d.

Lent by Lord Digby.

550 **Admiral Sir Richard King, Bart.** By SIR W. BEECHEY, R.A.

Born, 1730. Served in the East Indies under Commodore Barnett, and again, under Vice-Admiral Watson at the reduction of Geriah and Calcutta. Captain, 1759. Commanded the Argo in the reduction of Manila, and captured a galleon of the estimated value of 3,000,000 dollars. Commodore and second in command of the fleet in the East Indies under Sir Edward Hughes, and took part in all the actions with De Suffren. Knighted, 1784. Rear-Admiral, 1787. Baronet, 1792. Vice-Admiral, 1793. Commander-in-chief at Plymouth, 1794. Admiral, 1795. Died, 1806.

Lent by Admiral Sir G. Duckworth King, Bart.

551 **Action between the French ship Hercule, 74, and the British ship Mars, 74,** April 21st, 1798. By T. LUNY.

Lent by Admiral Sir A. W. A. Hood, G.C.B.

551A **Capture of the French 74-gun ship Hercule,** Captain Louis l'Héritier, by the British 74 Mars, Captain Alexander Hood, April 21st, 1798. Captain Hood was mortally wounded in the action. By T. LUNY. *Lent by Admiral Sir A. W. A. Hood, G.C.B.*

552 **Daylight, March 31, 1800.** By HARRY COLLS.
The French ship Guillaume Tell, 80, with many troops on board, slipped out of Malta at 11 p.m., 30th March, 1800. The Penelope, 44, Captain Blackwood, at once gave chase, came up with her at 12.30 a.m., luffed under her stern, gave her the port broadside, then bore up under the Guillaume Tell's port quarter, and gave her the starboard broadside. The French ship, aware that, if she brought to, the other ships of the British squadron (the Foudroyant, 84, and Lion, 64) would soon take part in the action, only replied with her stern chasers, and steered to the N.E. The Penelope continued all night, and at daybreak the main and mizen topmasts and the mainyard of the enemy came down. The Foudroyant and Lion came up and engaged, and at 8 a.m. the Guillaume Tell struck, after a most gallant defence, the French Admiral refusing to surrender to any but an officer from the frigate. This picture was painted from the description of the action in the log of Mr. Charles Inglis, first lieutenant of the Penelope to whom Rear-Admiral Decrès surrendered his sword. *Lent by Mrs. Charles Combe.*

553 **The Genoese pirate Liguria taken into Gibraltar by H.M. brig Espoir.** By T. WHITCOMBE. (See No. 559.)
Lent by J. H. Bland, Esq.

554 **Admiral John Byng.** (1704-1757.)
Born, 1704. Entered the navy at an early age, and quickly rose to rank of Admiral of the White. Was sent in 1756 with a fleet of 13 ships and 5 frigates to drive the French from Minorca, in which he was unsuccessful; tried by Court Martial on his return and condemned to death, but recommended to mercy; shot at Portsmouth, notwithstanding the recommendation of the Court, 14th of March, 1757.
Lent by the Viscountess Torrington.

555 **Capture of the French ship Désirée by H.M.S. Dart,** Commander Patrick Campbell, 8th July, 1800.
"A call for volunteers was made, and 50 men followed the First Lieutenant, who, in spite of the fact that between 200 and 300 men were on the deck of the Frenchman, boarded her.
"A terrible fight ensued, but at length the Désirée struck and was taken out in safety." *Lent by Rear-Admiral Charles F. Hotham, C.B.*

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556 **Battle of the Nile,** 1st August, 1798. By CLARKSON STANFIELD, R.A.
"Not a victory, but a conquest." *Lent by Henry Twite, Esq.*

557 **The Zealous, 74, Captain (afterwards Sir) Samuel Hood, going into Action at the Nile,** August 1st, 1798. At 5.30 p.m. "Nelson hailed Hood, and asked him if he thought there was sufficient depth of water for our ships between the enemy and the shore. 'I don't know, sir,' replied Hood, 'but with your permission I will stand in and try.'" By T. LUNY.
Lent by Admiral Sir A. W. A. Hood, G.C.B.

558 **Defeat of the Combined French and Spanish Squadrons** by a British Squadron of very inferior force, under Sir James Saumarez, in the Straits of Gibraltar, July 13, 1801. Burning of the two Spanish three-deckers Real Carlos and Hermenegildo, each of 112 guns.
Lent by Lord de Saumarez.

559 **Capture of the Genoese pirate Liguria, of 26 guns, by H.M. 14 gun brig Espoir,** Commander Loftus Otway Bland, 7th August, 1798. By T. WHITCOMBE.
The Espoir fought in defence of a convoy she had in charge, and after a warm engagement lasting four hours, the pirate, which had lost six killed and fourteen wounded, hauled down her colours.
Lent by J. H. Bland, Esq.

560 **Captain Robert Campbell.** (-1815.) By RAEBURN.
Lieutenant, 1790. Captain, 1797. Served throughout the war. Commanded the squadron at Naples and on the coast of Italy in 1814-5. Died, 1815. *Lent by Mrs. Pemberton.*

561 **Battle of the Nile,** 1st August, 1798. By J. P. DE LOUTHERBOURG, R.A.
Lent by Mrs. Frith.

562 **Lord Nelson, when wounded at the Nile.**
This picture, which was sent to Lady Parker, wife of Sir Peter Parker, by Lord Nelson, represents his Lordship at the moment when the French flag-ship L'Orient blew up. The surgeons were dressing a severe wound which he had received in the head, when, hearing that a ship was on fire, he ran up on deck.
Lent by the Lords Commissioners of the Admiralty.

563 **Sea Piece,** illustrating an action apparently of the early eighteenth century. Attributed to R. DODD. *Lent by Messrs. H. Graves & Sons.*

564 **Battle of the Nile,** 1st August, 1798. By T. WHITCOMBE.
The Fleet under Nelson, consisting of 13 seventy-fours and two smaller vessels, found the French Fleet, composed of 13 line-of-battle ships, four frigates, and two brigs, anchored in Aboukir Bay. The action commenced at sunset, and was contested with the greatest bravery on both sides. About 10 o'clock the French Admiral's ship, L'Orient, of 120 guns, blew up with a tremendous explosion. Several of the enemy's ships continued the action, but eventually the whole were taken or destroyed, except two line-of-battle ships and two frigates. For this most important victory Sir Horatio Nelson was created Baron Nelson of the Nile. *Lent by the Lords Commissioners of the Admiralty.*

565 **Battle of the Nile,** 1st August, 1798. By BUTTERWORTH. Blowing up of L'Orient, 120. *Lent by James Charles Hurst, Esq.*

566 **H.M.S. Phœnix,** Captain W. H. Webley, convoying 17 sail of the East India Company's China fleet, from Madras to England, 1814. W. Huggins, who afterwards became a well known marine painter, was then purser's steward on board the Perseverance, one of the fleet. For this arduous service the captains of the fleet subscribed £500 and presented Captain Webley with a service of Plate. By W. J. HUGGINS.
Lent by the Misses Webley Parry.

567 **The capture of the Niemen,** 40, by the Amethyst, 36, Captain Michael Seymour, April 6th, 1809.
Lent by Vice-Admiral Sir M. Culme Seymour, Bart.

568 **Admiral Sir Ross Donnelly, K.C.B.** (-1840.) By W. SALTER.
Lieutenant, 1781 and served in the Mediator, with Captain Luttrell (see No. 901) in 1782. First Lieutenant of the Montagu in the battle of 1st June, 1794, and succeeded to the command on the death of the Captain, who was killed in the action. Commander, 1794. Captain, 1795. Served actively during the war. Rear-Admiral, 1814. Vice-Admiral, 1825. K.C.B., 1837. Admiral, 1838. Died, 1840.
Lent by Miss B. N. Mel'adew.

569 **Recruiting in the Olden Time.**
Lent by Capt. W. S. de Kantzow, R.N.

570 **Vice-Admiral Sir Thomas Masterman Hardy, Bart., G.C.B.** (1769-1839.) By ROBERT EVANS.
Born, 1769. Lieutenant, 1793. Commanded the boats of the Minerve at the cutting out of the Mutine, and promoted May, 1797. Commanded the Mutine at the Nile. Captain, 1798. Captain of the St. George, and with Nelson on board the Elephant at the battle of Copenhagen, 1801. Captain of the Victory, bearing Lord Nelson's flag, at Trafalgar. Baronet, 1806. K.C.B., 1815. Commodore on the South American Station, 1819-23. Rear-Admiral, 1824. Commissioner of the Admiralty, 1830. G.C.B., 1831. Governor of Greenwich Hospital, 1834. Vice-Admiral, 1837. Died, 1839.
Lent by the Baroness Burdett Coutts.

570A **Horatio Nelson, Viscount Nelson, K.B., Vice-Admiral.** (1758-1805.) By JOHN HOPPNER, R.A.
Born, 1758. Lieutenant, 1777. Commander, 1778. Captain, 1779. Commanded the Agamemnon at the reduction of Corsica in 1794, losing an eye at the siege of Calvi. Commodore at St. Vincent, 14th Feb., 1797. Rear-Admiral, 1797. Lost his right arm in an unsuccessful attack on Teneriffe, 21st July, 1797. In 1798 commanded a detached squadron in the Mediterranean, and won the battle of the Nile, 1-2 August. Created Lord Nelson, and in 1799 raised by the King of Naples to the title of Duke of Bronte in Sicily. Commanded a detachment of the fleet in the Baltic and won the battle of Copenhagen, 2nd April, 1801. Created Viscount Nelson. Commander-in-Chief in the Mediterranean, 1803-5. Slain at Trafalgar, in the moment of victory. 21st October, 1805. His body was brought to England, and buried in the Crypt of St. Paul's. *Lent by Her Majesty the Queen.*

571 **Admiral Sir Charles Napier, K.C.B.** (1786-1860.) By T. M. JOY.
Born, 1786. Lieutenant, 1805. Commander, 1807. When Commander of the Recruit brig, in 1808, was wounded in action with the French corvette Diligente. Distinguished himself in

571—*continued.*
the pursuit of three French ships, ending in capture of the Hautpoult, and promoted to Captain, 1809. Served as a volunteer with the army in Portugal, and present at the battle of Busaco. Commanded Euryalus in the expedition to Alexandria in America, and at the destruction of shipping in the Potomac, 1814. Entered the service of Don Pedro, and established Donna Maria on the throne of Portugal by his victory over the Fleet of Don Miguel, off Cape St. Vincent, 1833. Second in command, under Sir Robert Stopford, in the operations on the coast of Syria, 1840, and the capture of St. Jean d'Acre. K.C.B., 1840. Rear-Admiral, 1846. Vice-Admiral, 1853. Commander-in-Chief in the Baltic in the war with Russia, 1854. Admiral 1858. As a Member of Parliament exerted himself to improve the condition of the seamen. Died, 1860. *Lent by Lords Commissioners of the Admiralty.*

572 **Rev. Alexander John Scott, D.D.** By S. BENDISEN.
Chaplain of the Victory, 1803—5, and Private Secretary to Lord Nelson. *Lent by Mrs. F. P. Smith.*

573 **Old Hulks at anchor.** *Lent by William Webb, Esq.*

574 **Cuthbert Collingwood, Lord Collingwood,** Vice-Admiral. (1750-1810.) By H. HOWARD, R.A.
For services see No. 407. *Lent by C. Collingwood Denny, Esq.*

575 **Commander Stephen Peter Mouat.**
Commander, 1787. During the early years of the century was Agent for transports and prisoners of war at Gibraltar, in which capacity his name frequently occurs in the correspondence of Lord Nelson for 1804-5. Died, 1834. *Lent by Mrs. C. Whately Willis.*

576 **The Victory, after the action of Trafalgar.** By BUTTERWORTH.
Lent by H. Elphinstone Rivers, Esq.

577 **A Heavy Sea in the Atlantic: H.M.S. Inconstant.** By LIEUT. THOMAS, R.N. *Lent by Montagu Sharp, Esq.*

578 **The Victory going into action at Trafalgar.** By BUTTERWORTH.
Lent by H. Elphinstone Rivers, Esq.

579 **Nelson leaving England for the last time,** on the 14th September, 1805. By EYRE CROWE, A.R.A.
Nelson embarked at Portsmouth from the beach, in order to evade the populace; but a crowd collected. He said, "I had their huzzas before, I have their hearts now." The crowd pressed forward to shake hands with him; and he expressed regret that, having one hand only, he could not shake hands with all. *Lent by Eyre Crowe, Esq., A.R.A.*

580 **Captain Sir Frederick Thesiger.** (-1805.)
Lieutenant, 1799. Commander, Feb., 1801. Served in the Russian Navy against Sweden. Knight of the Russian Order of St. George. Volunteer on the Staff of Nelson at Copenhagen, 2 April, 1801, and carried on shore Nelson's celebrated letter "To the Brothers of Englishmen, the Danes." Captain, 1802. Died, 1805.
Lent by General Lord Chelmsford, G.C.B.

581 **James Coul.** By JAMES IRVINE.
Seaman of the Shannon in her celebrated action with the Chesapeake, 1st June, 1813. He is said to have been at the wheel in the early part of the action; and, when the two ships came foul of each other, to have been one of the first on the enemy's deck. Died recently at Montrose, aged 97. *Lent by Dr. Howden.*

582 **Rear-Admiral Shippard.** *Lent by Rear-Admiral Leach.*

583 **Captain William Pryce Cumby, C.B.** (-1837.) Unknown.
First Lieutenant of the Bellerophon at Trafalgar, and succeeded to the command on the death of Captain Cooke. Superintendent of Pembroke Dockyard. Died 1837.
There is an amusing anecdote about him in Tucker's "Life of the Earl of St. Vincent." *Lent by Mrs. Pearson.*

584 **Battle off Cape Trafalgar,** 21st October, 1805. By J. M. W. TURNER, R.A.
In this great battle, in which the British Fleet of 27 sail of the line and four frigates completely defeated the combined French and Spanish Fleets consisting of 33 ships of the line and five frigates, the Victory, the principal ship represented in this picture, bore the flag of Lord Nelson. On her quarter-deck he fell mortally wounded by a musket ball supposed to have been fired from the mizen top of the Redoubtable, with which ship she was closely engaged.
Lent by the Lords Commissioners of the Admiralty.

585 **The Death of Nelson.** By B. WEST, P.R.A.
Lent by the Mayor and Corporation of Liverpool.

586 **The Death of Nelson.** By DANIEL MACLISE, R.A.
This is the original by Dan. Maclise, R.A., preparatory to the wall-painting in Westminster Palace, a companion to that of Wellington and Blucher. The oil painting is still in possession of the Art-Union.
The central point of the work, as a composition, is also the chief point of interest in the story told.
Nelson, just wounded on the left side of the chest, lies supported in the arms of Captain Hardy, while Dr. Beattie, the surgeon, carefully seeks the position of the ball. Between the surgeon's face and Nelson's appears the handsome countenance of Lieutenant Ram, who was close by at the time. In front of Nelson is his favourite boatswain, holding out one of the enemy's flags, as if in reply to the question "How many flags have been taken, Hardy?"
A conspicuous object towards the right of the spectator is the captain of a gun, just pulling the lanyard of the flintlock then in use.
Lent by the Corporation of the Art Union of London.

587 **Lieutenant Charles Thomas Sutton.** (1790-1851.)
Entered the Navy in 1803. Served principally in the Mediterranean, and in 1813, when Midshipman of the Royalist, lost a leg at the evacuation of Castro. For his conduct on this occasion he was promoted to the rank of Lieutenant, and was placed on half pay with a pension for his wound. Died, 1851. *Lent by Captain Sutton, R.N.*

588 **Sir John Thomas Duckworth's Victory off St. Domingo,** February 6th, 1806. *Lent by Admiral Sir George Duckworth-King, Bart., K.C.B.*

589 **Rear-Admiral Sir Edward Thomas Troubridge, Bart., C.B., A.D.C.** (-1852.)
Entered the Navy in 1797. Midshipman of the Edgar at Copenhagen in 1801. Lieutenant and Commander, 1806. Captain, 1807. Commissioner of the Admiralty, 1835. Rear-Admiral, 1841. Died, 1852. *Lent by Miss C. F. Troubridge.*

590 **Captain Sir Charles Marsh Schomberg, K.C.H.** (1779-1835.) By SIR W. BEECHEY, R.A.
Lieutenant, 1795. Served in the Minotaur at the battle of the Nile, and in the Foudroyant in Egypt, as Flag-Lieutenant to

590—*continued.*
Lord Keith. Commander, 1801. Captain, 1803. Served continuously during the war. Captain of Astræa, and in command of the frigate squadron which fought a squadron of French frigates on the coast of Madagascar, 20 Feb., 1811; captured the Renommée, and the Néréide five days later. Commander-in-Chief at the Cape of Good Hope, 1832. K.C.H., 1832. Lieut.-Governor of Barbadoes. Died, 1835.
Lent by General G. A. Schomberg, C.B.

591 **Horatio Nelson, Viscount Nelson, K.B., Vice-Admiral.** (1758-1805.) By LEONARDO GUZZARDI.
For Services see No. 570A. *Lent by Earl Nelson.*

592 **Commander John Wesley Wright.** (-1805.) By GAETANO CALLEGA.
Commander, 1802. In command of the Vincejo sloop, was employed in conducting a correspondence with the royalists of Brittany, when, in 1804, he was caught in a calm by a swarm of gun-boats, was taken prisoner and sent to Paris, where he was closely confined. In November, 1805, he was found one morning in bed, dead, with his throat cut. It was given out by the French authorities that he had committed suicide; but amongst his friends and in England generally, there was no doubt that he had been murdered, by—it was supposed—the order of Napoleon. *Lent by W. Ascroft, Esq.*

593 **Engagement between H.M. frigate Shannon, Captain Broke, and the United States frigate Chesapeake,** 1st June, 1813. By J. C. SCHETKY. *Lent by Lady De Saumarez.*

594 Ditto. By J. C. SCHETKY. *Lent by Lady De Saumarez.*

595 Ditto. By J. C. SCHETKY. *Lent by Lady De Saumarez.*

596 **H.M. frigate Shannon,** under the temporary command of Lieutenant Provo W. P. Wallis (now Admiral of the Fleet), taking her prize, the U.S. frigate Chesapeake, into Halifax harbour. By J. C. SCHETKY.
Lent by Lady De Saumarez.

597 **Sir John Thomas Duckworth's Victory off St. Domingo,** February 6th, 1806. Another View.
Lent by Admiral Sir George Duckworth-King, Bart., K.C.B.

598 **Lord Keith landing the forces in Egypt,** 8 Mar., 1801. By T. LUNY.
Lent by Sir Frederick Young, K.C.M.G.

599 **The Victory taking possession of the Prize.** By the lender.
Lent by W. H. Overend, Esq.

600 Four Views (at different hours of the day) of the action between
601 the Hon. East India Company's ship Warren Hastings, 44, and
602 the French frigate La Piémontaise, 40. By T. WHITCOMBE.

603 The former was commanded by Captain Thomas Larkins, who, after a most gallant defence, surrendered. The action took place on the 21st June, 1806. *Lent by Walter F. Larkins, Esq.*

604 **H.M.S. Centaur capturing the Sevolod.** By T. LUNY.
Lent by Sir A. Acland Hood, Bart.

605 **Battle of Trafalgar.** The commencement of the action. By THOMAS.
Lent by J. C. Sharpe, Esq.

606 **Trafalgar—Going into Action.** By T. LUNY.
Lent by Mrs. Norwich Duff.

607 **Trafalgar—After the Action.** By T. LUNY.
Lent by Mrs. Norwich Duff.

608 **The Victory breaking through the enemy's line at the Battle of Trafalgar,** 21st Oct., 1805. By A. BALLIN.
Lent by the Trustees of the Royal Naval Club, Portsmouth.

609 **Battle of Trafalgar.** The end of the action. By LIEUT. THOMAS, R.N. *Lent by J. C. Sharpe, Esq.*

610 **H.M.S. Hector and Milford in action with two French Men-of-War.** *Lent by Sir E. A. Hamilton, Bart.*

611 **"'Twas in Trafalgar Bay."** By W. H. OVEREND.
Lent by E. Meredith Crosse, Esq.

612 **Action of 15th February, 1804, off Pulo Aor,** between a fleet of the Hon. East India Company's ships and a French squadron under Rear-Admiral Linois. The Hon. East India Company's ships, under Commodore Nathaniel Dance, were as follows: Earl Camden, Warley, Alfred, Royal George, Coutts, Wexford, Ganges, Exeter, Earl of Abergavenny, Henry Addington, Bombay Castle, Cumberland, Hope, Dorsetshire, Warren Hastings, and Ocean, of from 30 to 36 guns each. The French squadron consisted of the Marengo, 74, Belle Poule, 40, Sémillante, 36, Berceau, 22, and Aventurier, 16. Commodore Dance's firmness and tact saved his valuable fleet; and this gallant officer received a Knighthood from the King, liberal acknowledgments from the Hon. East India Company and from the Patriotic Fund, and £5,000 from the Bombay Insurance Society. The incident is described by Marryat in Newton Foster.
Lent by the Right Hon. the Secretary of State for India.

613 **Rear-Admiral Sir Philip Bowes Vere Broke, Bart., K.C.B.** (1776-1841.) By S. LANE.
Entered the navy in 1793. Served in different ships in the Mediterranean, and was present in Hotham's two actions in 1795, and in the battle of Cape St. Vincent, 1797. Lieutenant, 1795. Commander, 1799. Captain, 1801. Commissioned the Shannon in 1806, and commanded her for seven years, on the home station and the coast of North America, till, on 1st June, 1813, he met and captured the U.S. frigate Chesapeake. Was seriously wounded in the action. Made a baronet, 25th Sept., 1813. K.C.B., 1815. Rear-Admiral, 1830. Died, 1841.
Lent by Lady de Saumarez.

614 **The Surrender of the French Line of Battle Ships Ça-Ira, 80, and Censeur, 74, to the British Ships Illustrious, 74, and Courageux, 74, in Hotham's Action off Hyères,** March 14, 1795. By FRANK TURNER.
Lent by Major-Gen. Sir H. Greene, K.C.B., C.S.I.

615 **Sir Thomas John Cochrane, G.C.B.,** Admiral of the Fleet. (1789-1872.) By BUCHNER.
Born, 1789. Lieutenant, 1805. Commander, 1805. Captain, 1806. Knighted, 1812. Rear Admiral, 1841. Commander-in-Chief in China, 1845-47. K.C.B., 1847. Vice-Admiral, 1850. Commander-in-Chief at Portsmouth, 1852-55. Admiral, 1856. G.C.B., 1860. Admiral of the Fleet, 1865. Died 1872. *Lent by Lord Lamington.*

616 **The Euryalus, frigate, preparing to take the Royal Sovereign in tow after the Battle of Trafalgar.** 21st October, 1805. By A. BALLIN. *Lent by the Trustees of the Royal Naval Club, Portsmouth.*

617 **Ships shortening sail for the night.** From Sketches made in 1845, 200 miles west of Scilly, from the deck of the New York packet ship Hendrick Hudson. By ROBERT C. LESLIE.

Lent by Robt. C. Leslie, Esq.

618 **The Eddystone Lighthouse.** By SIR W. BEECHEY.

Lent by H. A. Livermore, Esq.

619 **Battle of Trafalgar.** By GEORGE CHAMBERS.

Lent by E. C. Barton, Esq.

620 **A Gallant Rescue.**

Towards the close of the long French War, Captain the Honorable Sir Charles Paget, while cruizing in the Endymion Frigate on the coast of Spain, described a French ship of the line in imminent danger, embayed among rocks upon a lee shore, bowsprit and foremast gone, and riding by a stream cable, her only remaining one. Though it was blowing a gale, Sir Charles bore down to the assistance of his enemy, dropped his sheet anchor on the Frenchman's bow, buoyed the cable and veered it athwart his hawse. This the disabled ship succeeded in getting in, and thus seven hundred lives were rescued from destruction. After performing this chivalrous action, the Endymion being herself in great peril, hauled to the wind, let go her bower anchor, club hauled and stood off shore on the other tack.

Lent by the United Service Club.

621 **Sir Thomas Byam Martin, G.C.B.** Admiral of the Fleet. (1773-1854.)

Lieutenant, 1790. Commander and Captain, 1793. Commanded the Fisgard when she captured the Immortalité, "after a long and obstinate conflict," 20th October, 1798. Commanded the Implacable in the Baltic in 1808; and fought a severe action with the Russian ship Sewolod, which was afterwards captured by the Centaur. Served with distinction throughout the war. Rear-Admiral, 1811. K.C.B., 1815. For many years Comptroller of the Navy. Vice-Admiral, 1819. G.C.B. and Admiral, 1830. Vice-Admiral of the United Kingdom, 1847. Admiral of the Fleet, 1849. Died, 1854.

Lent by the United Service Club.

622 **H.M.S. Pique,** 40, Captain (afterwards Admiral) the Hon. H. J. Rous. The Pique was brought home from the Straits of Belleisle to Portsmouth, about 2000 miles, in 20 days, in September, 1835, without a rudder, her keel gone, main and mizen masts sprung, and the ship making 2 feet of water an hour. *Lent by H.R.H. the Prince of Wales, K.G.*

623 **Relics of Trafalgar: Between decks, H.M.S. Victory.**

Lent by C. W. Nicholls, Esq., R.H.A.

624 **The Last Shot at the Battle off Cape Trafalgar, 1805.**

Lent by the Trustees of the Foundling Hospital.

625 **The Battle of Algiers,** 27th August, 1816. By GEORGE CHAMBERS.

The depredations upon commerce committed by Algerine corsairs, and the outrages perpetrated by the Dey of Algiers at Bona, determined the British Government to send an expedition to Algiers. A fleet of five line of battle ships, five frigates, and ten smaller vessels, was despatched under Lord Exmouth, who was joined at Gibraltar by Vice-Admiral Baron van Capellen with a squadron of six Dutch ships. The Dey not having acceded to the terms proposed to him, the fleet bombarded the batteries from 2 o'clock until nearly midnight, and set on fire or sank the vessels lying within the Mole. On the 28th of August the Dey yielded, and as a result of the expedition 3,000 Christian slaves of various nations were released from captivity.

Lent by the Lords Commissioners of the Admiralty.

626 **Running engagement between the Terpsichore, 32, and Sémillante, 36, March 15—20, 1808.**
On the fifth day, the Sémillante, by throwing overboard several of her guns and a great part of her provisions, succeeded in effecting her escape. *Lent by the Earl of Sandwich*

627 **The Artist painting a picture of the Death of Nelson.** By S. DRUMMOND, A.R.A. *Lent by George Ellis, Esq.*

628 **Action between H.M. Sloops Arrow** (Commander R. B. Vincent) **and Acheron** (Commander Arthur Farquhar), and the French frigates Hortense and Incorruptible, 3 Feb., 1805.
The English sloops were both captured, the Arrow sinking a few minutes afterwards. For their gallant defence, the two Commanders were both promoted to be Captains.

629 Ditto. *Lent by Admiral Sir A. Arthur Farquhar, K.C.B.*

630 **Taking of Woosung, 1842.** H.M. Ships Cornwallis, Wellesley, and Nemesis. Unknown. *Lent by Sydney Stewart Hall, Esq., R.N.*

631 **The Attack on and capture of an American flotilla** by the boats of the squadron, under the command of Captain Nicholas Lockyer, R.N., C.B., near New Orleans, December, 1814. Unknown.
Lent by Edward Laws, Esq.

632 **Capture of Spanish treasure ships.** 3rd October, 1804.
The British frigates Indefatigable, Medusa, Amphion, and Lively, under Captain Graham Moore, intercepted the Medea, Fama, Clara, and Mercedes, off Cape Santa Maria, and, after a short action in which the Mercedes blew up, captured the other three.
Lent by the Lords Commissioners of the Admiralty.

633 **Edmund Lyons, Lord Lyons, G.C.B., G.C.M.G., G.C.H., Vice-Admiral.** (1790-1858.)
Born, 1790. Lieutenant, 1809. Especially distinguished at the capture of Banda Neira in 1810, and the storming of Marrack, 30th July, 1811. Commander, 1812. Captain, 1814. Commanded the Blonde and the Madagascar in the Mediterranean, 1828-35; knighted, 1835; and Minister Plenipotentiary at the Court of Athens. Baronet, 1840. Civil G.C.B., 1844. Rear-Admiral, 1850. Second in command of the fleet in the Black Sea in 1854; Commander-in-Chief in 1855-6, with temporary rank as Admiral. Military G.C.B., 1855. Vice-Admiral, 1857. Raised to the peerage for services during the Russian war, 1856. Died, 1858. *Lent by the Duke of Norfolk, K.G.*

634 **The capture of the Thétis,** 40, by the Amethyst, 36, Captain Michael Seymour, November 10th, 1808.
Lent by Vice-Admiral Sir M. Culme Seymour, Bart.

635 **H.M.S. Naiad,** 36, Captain Thomas Dundas, attacked by Spanish gun-boats in the Bay of Gibraltar, 1805.
Lent by H. T. Dundas Bathurst, Esq.

636 **Portsmouth Harbour with the Victory going out.** By E. W. COOKE, R.A. *Lent by the Sussex Goldsmiths' Company.*

637 **H.M.S. Boscawen, 70, lying to off the Bermuda Islands, in a hurricane,** 1854. By CAPTAIN PERCY P. LUXMOORE, R.N.
This Boscawen was built in 1844. The present Boscawen (ex Trafalgar) was built in 1841, and is now a training ship at Portland.
Lent by the Executors of the late Staff Commander Henry Hosken, R.N.

638 **H.M.S. Herald being towed into Mackeira Harbour, Solomons Islands, 1854.** By GLEN WILSON.
Lent by Commander A. Denham, R.N.

639 **Sir William Parker, Bart., G.C.B.** Admiral of the Fleet. (1781-1866.)
Midshipman of the Orion in the action of 1st June, 1794. Lieutenant, 1798. Commander, 1799. Captain, 1801. Commanded the Amazon frigate for ten years (1802-12); and in her captured the Belle Poule on 13th March, 1806. Rear-Admiral, 1830. K.C.B., 1834. Commander-in-Chief in Chinese waters 1841-2, during the latter part of the first Chinese war. Vice-Admiral, 1841. G.C.B., 1842. Baronet, 1844. Commander-in-Chief in the Mediterranean, 1845-52. Admiral, 1851. Admiral of the Fleet, 1863. Died, 1866. *Lent by Miss Palmer.*

640 **H.M.S. Herald and Tender, 1852.** By GLEN WILSON.
Lent by Commander A. Denham, R.N.

641 **H.M. Vanguard.** By LIEUTENANT THOMAS, R.N.
Lent by Montagu Sharpe, Esq.

642 **Captain Sir William Peel, K.C.B.** (1824-1858.) By JOHN LUCAS.
Third son of Sir Robert Peel, the statesman. Born, 1824. Entered the Navy, 1838, and served in the Royal Charlotte at the bombardment of St. Jean d'Acre, 1840. Lieutenant, 1844. Commander, 1846. Captain, 1849. Knighted, and awarded the Victoria Cross for his distinguished services with the Naval Brigade in the Crimea. Commanded the Naval Brigade in India during the Mutiny, and was severely wounded on the march to Lucknow. K.C.B., 1858. Died of his wounds at Cawnpore, April 27, 1858.
Lent by the Lords Commissioners of the Admiralty.

643 **The English Fleet at Anchor in the Downs.** By J. S. COLMAN.
Lent by T. Woolner, Esq.

644 **H.M.S. Forte,** 44, Captain W. O. Pell, having on board Her Majesty the Queen (then Princess Victoria) and H.R.H. the Duchess of Kent, on an excursion to the Eddystone Lighthouse from Plymouth, in 1833. By C. H. SEAFORTH. *Lent by Lady Pell.*

645 **Action in Leogane Roads, Jamaica,** on July 11, 1803, between H.M.S. Racoon, 18, Captain Austen Bissell, and the French brig Lodi, 10. In forty minutes the Lodi struck. By J. C. SCHETKY.
Lent by the Misses Gordon.

646 **Action off Lissa.** By J. C. SCHETKY. *Lent by the Misses Gordon.*

647 **The combined British and French squadrons engaging the forts at Obligado in the Parana,** in 1845. By GILBERT (of Lymington), after Sketches by Admiral Sir B. J. SULIVAN, K.C.B.
Lent by Commander Sulivan, R.N.

648 Ditto. *Lent by Commander Sulivan, R.N.*

649 **Captain Robert Maunsell, capturing French gun-boats off Java,** July 31st, 1811. By W. J. HUGGINS.
The Procris fell in, off the coast of Java, with six gun-boats and a convoy of proas, but was prevented by shallow water from following them. Her commander, Captain Maunsell, therefore proceeded to attack them in the boats of his ship, accompanied by two flat boats containing soldiers of the 14th and 89th Regiments, and gallantly boarded and captured five of them. The sixth was blown up.
Lent by the Lords Commissioners of the Admiralty.

650 **The British Fleet commanded by Sir John Thomas Duckworth** passing up the Dardanelles, on February 19th, 1807.
Lent by Admiral Sir George Duckworth-King, Bart., K.C.B.

651 **"The Lion's Cubs."** By F. W. LAWSON *Lent by Heseltine Owen, Esq.*

652 **Combined Channel and Reserve Squadrons at sea, July, 1880.** By the CHEV. DE MARTINO. *Lent by Admiral Sir W. A. Hood, G.C.B.*

653 **The Ferry.** A Scene on the Thames. By WILLIAM COLLINS, R.A.
Lent by Maurice Grant, Esq.

654 **Capture of a Slaver.** By Admiral R. B. BEECHEY.
Lent by Admiral Ralph P. Cator.

655 **Gallant Action** between H.M. ship Blanche and the French frigate La Pique off the Island of Dereada on the night of the 4th January, 1796, in which Captain Faulkner was killed when in the act of lashing the bowsprit of La Pique to the capstan of the Blanche. The late Admiral Sir David Milne as second lieutenant of the Blanche, swam on board the Pique with a party of men to take possession of the prize. By N. POCOCK.
Lent by Admiral of the Fleet Sir Alexander Milne, Bart., G.C.B.

656 **Captain Basil Hall, R.N.** (1788-1844.) By SIR H. RAEBURN, R.A.
Born, 1788. Lieutenant, 1808. Commander, 1814. Captain, 1817. Died, 1844. Author of "Fragments of Voyages and Travels," and other works. *Lent by Lieut. Basil Hall, R.N.*

657 **Running engagement between the Terpsichore and Sémillante.** See No. 626.

658 **Rear-Admiral Samuel Hood Inglefield, C.B.** (1783-1848.) By J. HOPPNER, R.A.
Born, 1783. Mate of the Zealous at Teneriffe, in 1797. Lieutenant, 1798. Commander, 1802. Captain, 1807. Served continuously during the war, in the Mediterranean and West Indies. Captain of the Ganges carrying the flag of Sir Robert Waller Otway, as Commander-in-Chief in South America, 1826-9. Rear-Admiral, 1841. Commander-in-Chief in China and the East Indies, 1846. Died, 1848.
Lent by Admiral Sir E. Inglefield, K.C.B., F.R.S., D.C.L.

659 **Engagement between a Dutch squadron** and H.M. Ships Greyhound, 32 (Captain Edward Elphinstone), and Harrier, 18 (Captain Edward Thomas Troubridge), off the coast of Java, 26th July, 1806. The Pallas, 40, Vittoria, and Batavia were taken. For this service Captain Troubridge received a sword from the Patriotic Society. Captain Elphinstone was lost in the Blenheim with Rear-Admiral Sir Thomas Troubridge in 1807. *Lent by Miss C. F. Troubridge.*

660 **Captain W. Parker, R.N.** By DRUMMOND.
Lent by Sir W. Biddulph Parker, Bart.

661 **Capture of the piratical slave schooner Bolodora by H.M.S. Pickle,** 5, Lieut.-Commander J. McHardy, R.N., on June 6th, 1829. By HUGGINS. *Lent by Coghlan M. L. McHardy, Esq.*

662 **Hulks in Chatham Basin**—H.M. Ships Challenger, Forte, &c. September, 1883. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

663 **Forts at the Entrance to Cronstadt.** Aug., 1856. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

664 **The British Fleet returning to Gibraltar after the Battle of Trafalgar.** The Victory, with jurymast and rigging damaged, and the body of Lord Nelson on board. Flags at half-mast.
Lent by Richard Tryon, Esq.

665 **Wreck of H.M.S. Cambrian,** 48, Captain Hamilton, C.B., on the reef off the Island of Karabusa (the high fortified rock on the left of the picture), Candia (Crete), January 31st, 1828. H.M. Ships Isis and Cambrian were in slight collision, causing the wreck of the latter, when they were destroying the Greek pirate vessels, shown in the mid-distance. By SCHRANZ, of Malta, from a sketch made Feb. 1st, from the deck of the Isis, by Lieutenant STRANSHAM, R.M., of H.M.S. Cambrian.
Lent by General Sir Anthony B. Stransham, K.C.B.

666 **H.M.S. Centaur entering Bay of Naples,** 1857.
Lent by Captain W. S. de Kantzow, R.N.

667 **H.M.S. Satellite.** *Lent by Lady Robert Smart.*

668 **H.M.S. Cambrian,** 40, under sail, before being wrecked off the West Coast of Candia, 1828. By SCHRANTZ. *Lent by Lady Smart.*

669 **Capture of the French frigate Etoile,** 40, by H.M.S. Hebrus, 36, Captain Edmund Palmer, 27 March, 1814. L'Etoile was added to the Navy as the Topaze.
Lent by Lieut.-Col. Edmund Palmer.

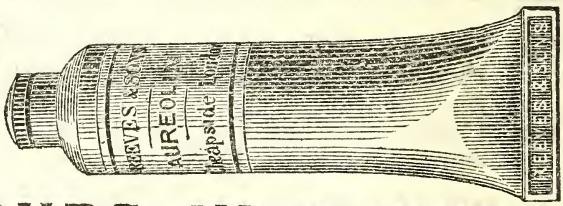
670 **Action between the Spartan,** 38, Captain Jahleel Brenton, and the French Cérès, 42, and consorts, in the Bay of Naples, 3rd May, 1810. The brig Sparvière was captured.
Lent by the Lords Commissioners of the Admiralty.

671 **The Press Gang.** By ALEN JOHNSTONE.
Lent by W. H. Young, Esq.

672 **Basque Roads.** By N. POCOCK.
View of explosion and fire ships conducted by Capt. Lord Cochrane to the attack on the French Fleet moored in the road of l'Isle d'Aix, 11th April, 1809. *Lent by the Earl of Dundonald.*

673 **Capture of the Spanish treasure ships off Cape Santa Maria;** 3rd October, 1804. By N. POCOCK.
Lent by Sir G. E. Hamond-Græme, Bart.

674 **Sir Houston Stewart, G.C.B.** Admiral of the Fleet. (1791-18 .)
Entered the Navy in 1805. Lieutenant, 1811. Commander, 1814. Captain, 1817. Commanded the Benbow in the Mediterranean, and at the bombardment of St. Jean d'Acre in 1840, for which he was nominated a C.B. Rear-Admiral, 1851. Second in command of the Fleet in the Black Sea, before Sebastopol and Kinburn, in 1855. Vice-Admiral, 1857. Commander-in-Chief on the North American Station. Admiral, 1862. Commander-in-Chief at Plymouth. G.C.B., 1865. Was also Grand Officer of the Legion of Honour; received the 1st

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674—*continued.*
Class of the Medjidie, a sword of honour, and a diamond decoration from the Sultan. Admiral of the Fleet, 187 . Died, 187 .
Lent by Admiral Sir W. Houston Stewart, G.C.B.

675 **Action off Boston,** between H.M. frigate Shannon and the U.S. frigate Chesapeake, 1st June, 1813. By an Officer of the Shannon.
The picture formerly belonged to the family of Mr. Watt, first-lieutenant of the Shannon, who was killed in the act of hauling down the Chesapeake's ensign.
Lent by E. J. Brewer, Esq.

676 **Admiral the Hon. Sir Alexander Inglis Cochrane, G.C.B.**
Lent by Lord Lamington.

677 **The piratical schooner Diableto in a Hurricane,** 13 Sept., 1824, after her capture on August 20th, 1824, by the Icarus, 10, and while on her way to Jamaica. By W. J. HUGGINS.
The vessel was at the time in charge of Lieut. J. B. B. McHardy, R.N.
Lent by Coghlan M. L. McHardy, Esq.

678 **H.M.S. Cressy, 80.** Screw line of battle ship, with funnel down, lying off Naples. The Cressy, 2,540 tons, 400 h.p.n., was built in 1853. *Lent by Christopher L. Pope, Esq.*

679 **H.M.S. Excellent,** Captain Sir Thomas Hastings. Gunnery ship, in Portsmouth Harbour, 1832-34. By LIEUT. THOMAS, R.N.
Lent by Montagu Sharpe, Esq.

680 **H.M.S. Thunderer.** Commanded in 1840-41 by Captain the Hon. M. F. Berkeley. Painting by W. M. CONDY.
The Thunderer, 84, was built in 1831.
Lent by Colonel Henry Armytage.

681 **Rear-Admiral Sir Francis Beaufort.** (1774-1857.) By S. PEARCE.
Born, 1774. Entered the Navy in 1787. Served in the Aquilon in Lord Howe's action, and in the Phaëton in Cornwallis' celebrated retreat, and at the destruction and capture of several vessels. Lieutenant, 1796. Severely wounded in cutting out, with great gallantry, an armed Spanish vessel moored under the guns of a battery, 1800. Commander, 1800. Captain, 1810. Employed in making several valuable surveys. Hydrographer to the Admiralty, 1829—1855. Rear-Admiral on the retired list, 1846. K.C.B., 1848. Died 1857.
Lent by the Lords Commissioners of the Admiralty.

682 **H.M. frigate Mercury,** Captain the Honourable H. Duncan, with her prize, the gun-boat Léda, which had been cut out of the harbour of Rovigno by the ship's boats, under the command of Lieut. W. O. Pell, on the 1st April, 1809. By W. J. HUGGINS. *Lent by Lady Pell.*

683 **The boats of H.M. frigate Mercury,** Captain the Hon. H. Duncan, returning with the Pugliése, French schooner of war, which they had cut out of the harbour of Barletta, under the command of Lieut. W. O. Pell, 9th September, 1809. By W. J. HUGGINS. *Lent by Lady Pell.*

684 **Basque Roads.** By N. POCOCK.
View of the situation of the French Fleet on the morning of 12th April, 1809, taken from the S.W.; showing l'Ocean, a three-decker, with six others aground upon the shoals. *Lent by the Earl of Dundonald.*

685 **S.S. Teutonic,** Armed Auxiliary Cruiser. Built 1889.
Lent by the White Star Co.

686 **Review at Spithead,** 11th August, 1853. By J. C. SCHETKY.
Lent by F. W. Atkinson, Esq.

687 **H.M.S. Victoria, 102,** flagship, in the Mediterranean, of Admiral Sir Robert Smart, K.C.B., 1864-66. The last 3-decker in Commission. Painted at Naples for Sir Robert Smart. *Lent by Lady Smart.*

688 **The Death of Nelson:** surrounded by his Officers. By J. ZOFFANY, R.A. *Lent by William Webb, Esq.*

689 **H.M.S. Conqueror.** *Lent by Captain W. S. de Kantzow, R.N.*

690 **Admiral Sir Watkin Owen Pell, K.C.H.** (1788-1870.) By CHARLES LUCAS.

Born, 1788. Entered the Navy in 1799, and in February 1800, while serving as a first-class volunteer on board the Loire, lost his left leg in action with the French frigate, Pallas. Lieutenant, 1806. As Lieutenant of the Mercury, highly distinguished himself in several cutting-out expeditions. Commander, 1810. Captain, 1813. K.C.H. After serving almost continuously, was appointed a Commissioner of Greenwich Hospital, 1845. Rear-Admiral, 1848. Vice-Admiral, 1855. Admiral, 1861. Died, 1870. *Lent by Lady Pell.*

691 **Capture of the French Frigate Clorinde.**
Lent by the Lords Commissioners of the Admiralty.

692 **H.M.S. Wolf while ashore on Brooks Ledge,** being assisted by H.M. Ships Galatea and Spitfire. By Lieut. THOMAS, R.N.
Lent by Montagu Sharpe, Esq.

693 **Basque Roads.** By N. POCOCK.

View of position of the French Fleet at noon on April 12th, 1809 Capt. Lord Cochrane, in the Imperieuse, engaging the Varsovie, Aquilon, and Calcutta. *Lent by the Earl of Dundonald.*

694 **Companion picture to No. 670. End of the action between the Spartan and Cérès.** By T. WHITCOMBE.

The action represented in these pictures was fought by the Spartan alone against a greatly superior force, and ended in the capture of the brig Sparvière, and the retreat of the Cérès, Fama, and gunboats to the shelter of the batteries of Baia. For his gallantry on this occasion, Captain Brenton, who was severely wounded, was created a Baronet.
Lent by the Lords Commissioners of the Admiralty.

695 **Battle of Navarino,** 20th October, 1827. By R. S. THOMAS.
Lent by Rev. R. W. J. Smart.

696 **H.M.S. Serapis with H.R.H. the Prince of Wales on board,** homeward bound from India, in the Bay of Biscay, May, 1876. By PETER HOYER. *Lent by H.R.H. The Prince of Wales, K.G.*

697 **Battle of Algiers,** 1816. From a sketch taken during the battle.
Lent by the Right Hon. Sir John Cowell, K.C.B.

698 **Engagement between a Dutch squadron** and H.M. Ships Greyhound, 32 (Captain Edward Elphinstone), and Harrier, 18 (Captain Edward Thomas Troubridge), off the coast of Java, 26th July, 1806. The Pallas, 40, Vittoria, and Batavia were taken. For this service Captain Troubridge received a sword from the Patriotic Society. Captain Elphinstone was lost in the Blenheim with Rear-Admiral Sir Thomas Troubridge in 1807. *Lent by Miss C. F. Troubridge.*

699 **Action on Feb. 3rd, 1805, between H.M. Sloops Arrow, 28, and Acheron, 8, and the Hortense, 40, and Incorruptible, 38, French frigates.**

After a long and gallant action the two British sloops were captured, but by skilful manœuvring they first enabled a large fleet of merchant ships, which they were convoying, to escape. The Arrow sank immediately after the action.
Lent by the Lords Commissioners of the Admiralty.

700 **Capture of the French frigate Clorinde,** 40, by H.M.S. Eurotas, 38, Captain (afterwards Sir John) Phillimore, 26th February, 1814. The Clorinde surrendered upon the arrival on the scene of the Dryad, 36, and Achates, 16. By R. DODD (?).
Lent by Admiral Sir Augustus Phillimore, K.C.B.

701 **Captain Sir John Hawley Glover, G.C.M.G.** (1829-1885.)
Born, 1829. Lieutenant, 1852. Served in the second Burmese War, severely wounded 4th Feb., 1853. Commander, 1862. Administrator of Lagos, 1863; and in the Ashantee War of 1873, commanded a large force of Native Auxiliaries. G.C.M.G., 1874. Governor of Newfoundland, 1875. Captain, 1877. Died, 1885. *Lent by Lady Glover.*

702 **Hulks at anchor.** *Lent by B. Jarvis, Esq.*

703 **Her Majesty the Queen Reviewing the Fleet at Spithead.**
Lent by Her Majesty the Queen.

704 **Capture of the French frigate Clorinde.** See Nos. 348A and 700.
Lent by Admiral Sir Augustus Phillimore, K.C.B.

705 **Goodwin Sands.** By E. W. COOKE, R.A.
Lent by Lord Brassey, K.C.B.

706 **A Three-Decker at Spithead.** By C. H. SEAFORTH.
Lent by Messrs. Henry Castle & Sons.

707 **Admiral Sir Astley Cooper Key, G.C.B.** (1821-1888.) By E. T. HAYNES.
Born, 1821. Lieutenant, 1842. Commander, 1845. Captain, 1850. Captain of the Excellent, 1863-6. Rear-Admiral and Director-General of Naval Ordnance, 1866. President of the Royal Naval College at Greenwich, 1873. Vice-Admiral and K.C.B., 1873. Commander-in-Chief in the West Indies, 1876. Admiral, 1878. Principal Naval A.D.C., 1879, and First Naval Lord of the Admiralty. G.C.B., 1882. Died, 1888.
Lent by the Officers of the Royal Naval College, Greenwich.

708 **Greenwich Pensioners at Nelson's Tomb in the crypt of St. Paul's.** By SIR J. E. MILLAIS, BART., R.A.
Lent by Humphrey Roberts, Esq.

709 **Admiral Sir W. Parker, Bart., G.C.B.** By SEVERN.
Lent by Sir W. Biddulph Parker, Bart.

710 **The Mighty Fallen.** The subject is the breaking up of H.M.S. Albion, 90, a vessel which was launched in 1842. By C. W. WYLLIE.
Lent by Messrs. Henry Castle & Sons.

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711 **H.M. ironclad Lord Warden.** By Admiral R. B. Beechey.
Lent by Vice-Admiral Ralph P. Cator.

712 **Her Majesty on board the Royal Yacht Fairy,** leading the Baltic Fleet to sea, 1854. By Melby. *Lent by The Hon. Mrs. Denman.*

713 **Warships at Spithead.** Attributed to J. M. W. Turner, R.A.
Lent by William Webb, Esq.

714 **H.M.S. Pelican, 17** (of 1860). By Admiral R. B. Beechey.
Lent by Vice-Admiral Ralph P. Cator.

715 **H.M.S. Queen sailing out of Portsmouth Harbour.** By Lieutenant R. S. Thomas, R.N.
The Queen was built in 1839 as a 110-gun ship, but was in 1859 converted to a screw of 86 guns. *Lent by F. W. Atkinson, Esq.*

716 **H.M.S. Scout, 21** (of 1856). By Admiral R. B. Beechey.
Lent by Vice-Admiral Ralph P. Cator.

717 **H.M. paddle-steamer Danube,** Lieutenant-Commanding R. P. Cator, tender to H.M.S. Rodney, on shore in Kazatch Bay, November 14th, 1854. By Admiral R. B. Beechey.
Lent by Vice-Admiral Ralph P. Cator.

718 **Action off Pulo Aor,** 15th February, 1804, between the Hon. East India Company's China fleet, commanded by Commodore Dance, and a squadron of French ships of war under the command of Admiral Linois. By Butterworth. *Lent by John Hockin, Esq.*

719 **H.M.S. Victoria,** 102, the last sea-going three-decker, leaving Malta in 1867. She was launched at Portsmouth in 1859 by the present Empress Frederick in presence of H.M. the Queen. By the lender.
Lent by W. Frederick Mitchell, Esq.

720 **H.M.S. Sultan.** *Lent by Mrs. J. Wolrige-Gordon.*

721 **H.M.S. Devastation.** By E. W. Cooke, R.A.
Lent by the Lords Commissioners of the Admiralty.

722 **The Devonport Port Admiral's tender, H.M.S. Vivid, passing the old and new Eddystone.** The Channel Squadron in the distance. By Admiral R. B. Beechey.
Lent by Admiral Sir W. Houston Stewart, G.C.B.

723 **Commander Augustus Champion de Crespigny.** (-1825.)
As a midshipman was present at Trafalgar and served afterwards in the Ocean under Lord Collingwood. Lieutenant, 1811. Distinguished himself on several occasions and especially by jumping overboard to the rescue of drowning men, for which he received the Humane Society's medal in 1815. Promoted to command the Scylla in the West Indies, but died of yellow fever within a few days of joining her, 1825.
Lent by Sir C. Champion de Crespigny, Bart.

724 **H.M.S. Condor, Commander Lord Charles Beresford.**
This is the vessel to which the signal "Well done, Condor!" was made on the occasion of the bombardment of Alexandria, 1882.
Lent by Captain Lord Charles Beresford, C.B., R.N.

725 **Types of the British Navy,** 1887. By J. R. Wells.
Lent by the Proprietors of the Illustrated London News.

726 **The Union Company's R.M.S. Scot** (1890), the latest addition to the Royal Naval Reserve. *Lent by J. Fraser, Esq.*

727 **The Royal Yacht Royal George.** By Miss Amy Moore.
This old yacht has for many years served as a receiving hulk in Portsmouth Harbour. *Lent by Fleet-Paymaster John S. Moore, R.N.*

728 **H.M.S. Defence, 18** (of 1861). By Admiral R. B. Beechey.
Lent by Vice-Admiral Ralph P. Cator.

729 **H.M.S. Duke of Wellington,** 131, going out of Spithead under sail and steam. By W. A. KNELL.

The ship was originally named Windsor Castle, but was renamed on the death of the Duke, in 1852, in which year she was launched.

Lent by Lieut.-Col. Baylis.

730 **H.M.S. Fawn,** 17 (of 1856). By Admiral R. B. BEECHEY.

Lent by Vice-Admiral Ralph P. Cator.

731 **The British Fleet in the China Seas.** By W. J. HUGGINS.

Lent by Hon.-Lieut. Sayce, R.N.A.V.

732 **Captain Sir Peter Parker, Bart.** (1786-1814.) By JOHN HOPPNER, R.A.

Killed in action 30th August, 1814, when Captain of the Menelaus, 38 guns, while leading a party on shore to the storming of an American camp at Bellaire, near Baltimore. Aged 28. The subject of Byron's well-known "Elegiac Stanzas to the memory of Sir Peter Parker."

Lent by Lords Commissioners of the Admiralty.

733 **Rear-Admiral Sir Nisbet Josiah Willoughby, Knt., K.C.H.** (1777-1849.) By BARKER.

Born, 1777. Lieutenant, 1798; in the Russell in the battle of Copenhagen; in the Royal George, at the passage of the Dardanelles in 1807, and severely wounded in a boat action off the Island of Prota, a pistol bullet entering just above the right jaw and starting upwards, another cutting his left cheek. Commander, 1808. Captain, 1810, and commanded the Néréide in the operations against Mauritius. Severely wounded in the right jaw and throat, June 15, 1810; and again severely wounded when the Néréide was captured at Ile de la Passe, August 24, 1810; "a splintered cheek, the loss of one eye, torn completely from its socket, and the most serious injury to the other." Was twice knighted; by George IV., in 1827, and again by William IV., in 1832. Rear-Admiral, 1847. Died, 1849. *Lent by Lord Middleton.*

734 **The Sunbeam.** *Lent by Lord Brassey, K.C.B.*

735 **Frigate sailing past Gibraltar.** *Lent by H. A. Livermore, Esq.*

736 **Capture of the Spanish treasure ships off Cape Santa Maria;** 3rd October, 1804. By N. POCOCK.

The treasure ships were the Medea, 40, Fama, 34, Clara, 34, and Mercedes, 34. They were chased by the Indefatigable, 44, Captain Graham Moore, Medusa, 32, Amphion, 32, and Lively, 38. In a short time the Mercedes blew up. The other ships were taken.

Lent by Sir G. E. Hamond-Græme, Bart.

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737 **H.M. corvette Esk entering Gibraltar Roads.** By J. C. SCHETKY.
Lent by The Misses Schetky.

738 **H.M.S. Pallas chasing French Corvettes.** By CHEVALIER DE MARTINO. *Lent by the Earl of Dundonald.*

739 **S. Safia running the gauntlet on the Nile between Metemneh and Khartoum.** *Lent by Captain Lord Charles Beresford, C.B., R.N.*

740 **Types of H.M. Ships on the Mediterranean Station during the command of H.R.H. The Duke of Edinburgh, 1886–9.** By G. GIANNI.

741 Ditto.

742 Ditto.

743 Ditto.

744 Ditto.

745 Ditto. *Lent by Admiral H.R.H. The Duke of Edinburgh, K.G.*

746 **Commander Wyatt Rawson.** (1853-1882.) By CATON WOODVILLE.
Acting Lieutenant of the Active in the Ashantee War, 1873, and severely wounded in the battle of Amoaful. Lieutenant, 1874. Served in the Arctic Expedition, 1875-6. In 1882 served in Egypt as Naval Aide-de-Camp to General Sir Garnet Wolseley (afterwards Lord Wolseley), and acted as guide to the army in the advance on Tel-el-Kebir. Mortally wounded in the battle. Specially promoted to be Commander "for valuable and gallant services rendered at the battle of Tel-el-Kebir," September 13, 1882. Died, September 21, 1882.
Lent by the Officers of the Royal Naval College, Greenwich.

747 **Past and Present**; Representing, for Past, the gun deck of H.M.S. Victory, circ. 1805, with two sailors and a midshipman in the dress of that period; for Present, the interior of the turret of an ironclad, with one large gun, and two sailors in modern dress, and one old Greenwich Pensioner, who had fought at Trafalgar. By C. W. NICHOLLS, R.A.
Lent by Edward Hyde Greg, Esq.

748 **Admiral John Carter.** (1784-1863.)
Born about 1784. Midshipman of the Penelope at the capture of the Guillaume Tell, 31st March, 1800. Lieutenant, 1805; and in the Leviathan at Trafalgar. Commander, 1809. Captain, 1815. Rear-Admiral, 1851. Vice-Admiral, 1857. Admiral, 1862. Died, 1863.
Lent by Major A. S. Carter.

749 **Captain George Fiott Day, V.C.** (1818-1877.)
Lieutenant, 1845. In October, 1855, while in command of the Recruit, in the Black Sea, won the Victoria Cross by a difficult and dangerous reconnaissance on shore of the position of the enemy's gun-vessels within the Straits of Genitchi. Commander, Nov. 19, 1855. Captain, 1861. Died, 1877. *Lent. by Mrs. G. F. Day.*

750 **Sir James Hope, G.C.B.,** Admiral of the Fleet. (1808-1881.) By SYDNEY HODGES. (Posthumous Portrait.)
Born, 1808. Lieutenant, 1827. Commander, 1830. Captain, 1838. Commanded the Firebrand in the expedition to the River Plate, 1844-5, and opened the passage of the Parana by cutting the chain at Obligado. Commanded the Majestic in the Baltic during the Russian War, 1854-6. Rear-Admiral, 1857. Commander-in-Chief in China, 1859-62, and made K.C.B. after the capture of Pekin. Vice-Admiral, 1864, and G.C.B., 1865. Commander-in-Chief in the West Indies, 1864-7, and at Portsmouth, 1869-72. Admiral, 1870. Admiral of the Fleet, 1879. Died, 1881.
Lent by the Lords Commissioners of the Admiralty.

752 **H.M.S. Hero,** 91 guns, Commodore G. H. Seymour, C.B., in a gale in the Atlantic, Nov. 5th, 1860, having on board H.R.H. the Prince of Wales, on a passage from Portland, U.S. of America, to Plymouth. H.M.S. Ariadne, Captain E. Vansittart, in company. By A. Mome-wick (1861). *Lent by H.R.H. The Prince of Wales, K.G.*

753 **The Loss of H.M.S. Eurydice,** March 24th, 1878. By H. Robins. *Lent by H.R.H. The Prince of Wales, K.G.*

754 **Admiral the Hon. Sir R. Stopford, G.C.B., G.C.M.G.** (1768-1847.) For services see No. 397. *Lent by the Lords Commissioners of the Admiralty.*

754A **William Hotham, first Lord Hotham, Admiral.** (1736-1813.) By Dance.

Entered the navy in 1751. Lieutenant, 1754. Commander, 1756. Captain, 1757. Commanded the Mélampe when, in company with the Southampton, she captured the Danaë, 28 March, 1759. Served actively during the Seven Years' War. Commodore on the North American station, 1777-8; and second in command under Barrington in the action in the *cul de sac* of St. Lucia, 15th Dec., 1778. Commodore in Rodney's three actions with De Guichen, April and May, 1780; and at the relief of Gibraltar by Howe in Oct., 1782. Rear-Admiral, 1787. Vice-Admiral, 1793. Second in command in the Mediterranean under Lord Hood in 1793, and succeeded him as Commander-in-Chief, 1794. Defeated the French fleet in two engagements off Toulon, 13th March, 13th July, 1795. Admiral, 1795. Raised to an Irish peerage, 1797. Died 1813. *Lent by Lord Hotham.*

755 **A British Tar.** *Painted and lent by H.R.H. The Princess Louise (Marchioness of Lorne).*

755A **William, Seventh Earl of Northesk,** visiting the Cottage of Nipper, his Coxswain on the Britannia at Trafalgar. *Lent by the Earl of Northesk.*

755B **Admiral Braithwaite,** in whose ship his Nephew, afterwards Lord Collingwood, first went to sea. Governor of Greenwich Hospital. *Lent by Deputy Inspector-General C. A. Lees, R.N.*

755C **Forts Saluting the Fleet.** *Lent by the Hon. Sir Spencer C. B. Ponsonby-Fane, K.C.B.*

755D **Admiral Sir Richard Onslow, Bart., G.C.B.** (1741-1818.) Lieutenant, 1758. Commander, 1761. Captain, 1762. Commanded the St. Albans in Barrington's action with D'Estaing, 15th Dec., 1778; and the Bellona in Howe's relief of Gibraltar, Oct., 1782. Rear-Admiral, 1793. Vice-Admiral, 1794. Second in command, under Admiral Duncan, in the battle of Camperdown, 11th October, 1797, for which he was made a baronet, and received the freedom of the City of London and a sword of the value of 100 guineas. Admiral, 1799. G.C.B., 1814. Died 1818. *Lent by Sir William Onslow, Bart.*

755E **Admiral the Hon. Sir George Elliot, K.C.B.** (1784-1863.) By Sir Martin Shee, Kt., P.R.A.

Entered the navy in 1794, on board the St. George, with Captain Foley, whom he followed to the Britannia, and afterwards to the Goliath, and in these ships was present in Hotham's two actions off Toulon, in the battle of Cape St. Vincent, and in the battle of the Nile. Lieutenant, 1800. Commander, 1802. Captain, 1804. Served actively during the war on the home station, in the Mediterranean, and in the East Indies. C.B., 1830. Secretary of the Admiralty, 1834. A Lord Commissioner of the Admiralty, 1835. Rear-Admiral and Commander-in-Chief at the Cape of Good Hope, 1837. Commander-in-Chief and joint Plenipoten-

755E—*continued.*
tiary in China, 1840. Vice-Admiral, 1847. Admiral, 1853. K.C.B., 1862. Died, 1863. *Lent by Admiral Sir George Elliot, K.C.B.*

755F **Rear-Admiral John Pasco.** (-1853.) By PATTERSON.
Lieutenant, 1795. Served as Signal Officer on board H.M.S. Victory at the Battle of Trafalgar (where he was severely wounded), and hoisted the memorable signal "England expects every man will do his duty." Commander, 24th Dec., 1805. Captain, 1811. Rear-Admiral, 1847. Died, 1853. *Lent by Commander Crawford Pasco, R.N.*

755G **H.M.S. "Calliope" at Samoa. Hurricane of 1889.** By A. YOCKNEY, R.N. *Lent by G. R. Burnett, Esq.*

755H **Sea Fight off East Coast of England, 1779.**
Lent by Messrs. L. and J. Parnell.

755I **The Fighting Temeraire.** By MRS. STONE. *Lent by the Artist.*

755J **Admiral Stevenson.** By SIR WILLIAM BEECHEY.
Lent by William A. Geare, Esq.

755K **Attack on Gun-Boats off Cadiz.**
Lent by the Corporation of the Trinity House, Hull.

755L **Portrait shewing the Uniform of a Commander, R.N., A.D. 1809.**
Lent by Edward Collingwood, Esq.

755M **Houston Stewart**—Midshipman, H.M.S. Imperieuse, Captain Lord Cochrane, 1807. By RAEBURN. For Services see 674.
Lent by Admiral Sir W. Houston Stuart, G.C,B.

755N **The Parsonage House,** Burnham Thorpe, where Lord Nelson was born, 29th September, 1758. *Lent by Arnold Cremer Smith, Esq.*

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ENGRAVINGS—PORTRAITS.

756 **Sir Kenelm Digby, Knt.** (1628.) By HOUBRAKEN, after the VAN DYCK at Kensington Palace, 1748. *Lent by Messrs. L. & J. Parnell.*

756A **Sir Francis Drake, Sir Martin Frobiser, & Sir John Hawkyns.** By C. DE PASSE.
For services see Nos. 217, 219, and 224.
Lent by the Trustees of the British Museum.

756B **Sir Francis Drake.** By DE LEW, after RABEL.
For services see No. 217. *Lent by H. H. Drake, Esq., M.D.*

757 **Sir Francis Drake.**
For services see No. 217. *Lent by Messrs. E. & E. Emanuel.*

761 **Thomas Cavendish.** By C. DE PASS.
For services see No. 218. *Lent by Messrs. P. & D. Colnaghi & Co.*

762 **Charles Howard, Earl of Nottingham, K.G.** By HOUBRAKEN.
For services see No. 222.
Lent by the Trustees of the British Museum.

763 **Sir Walter Ralegh.** Engraved by SIMON DE PASSE, 1614.
For services see No. 209. *Lent by Messrs. L. & J. Parnell.*

764 **Admiral Seymour.**
Lent by Admiral Lord Alcester, G.C.B.

765 **George Monck, Duke of Albemarle,** Admiral and General at Sea. By SHEPPARD after BARLOW.
For services see No. 249.
Lent by the Trustees of the British Museum.

766 **Robert Blake,** Admiral and General at Sea.
For services see No. 227. *Lent by Sir J. Campbell-Orde, Bart.*

767 **Robert Blake,** Admiral and General at Sea. By PRESTON.
For services see No. 227. *Lent by the Trustees of the British Museum.*

769 **Admiral Sir C. Myngs** (Set of 4).
For services, see No. 238. *Lent by Rev. G. W. Minns.*

772 **Charles Mordaunt, Earl of Peterborough,** Admiral of the Fleet. (1706.) By HOUBRACKEN, after KNELLER.
Lent by Messrs. L. and J. Parnell.

773 **Matthew Aylmer, Lord Aylmer,** Admiral of the Fleet.
For services see No. 273.
Lent by the Trustees of the British Museum.

776 **Edward Russell, Earl of Orford,** Admiral of the Fleet. By VERTUE, after GIBSON.
For services see No. 279.
Lent by the Trustees of the British Museum.

777 **Edward Russell, Earl of Orford,** Admiral of the Fleet. By HOUBRACKEN, after KNELLER.
For services see No. 279.
Lent by the Trustees of the British Museum.

779 **Robert Blake,** Admiral and General at Sea.
Lent by the Rev. W. H. C. Ruddock.

780 **Sir G. Rooke,** Admiral of the Fleet. By WILLIAMS, after DAHL.
Lent by the Trustees of the British Museum.

781 **Ditto.** *Lent by H. A. P. Rooke, Esq.*

782 **Admiral Sir Cloudesley Shovell.** By BOUCHER.
For services see No. 257. *Lent by Messrs. E. & E. Emanuel.*

783 **Admiral Sir Edward Spragge.** (1629—1673.)
Commanded the Triumph in the action of June 3, 1665. Knighted, June 24, 1665. Rear-Admiral of the White Squadron in 1666. With Prince Rupert in June, 1666; took part in the Four days' Fight—on the last day. Vice-Admiral of the Blue Squadron on July 25. Vice-Admiral of the Red in the battle of Solebay. Admiral of the Blue in the several engagements with the Dutch in 1673. In the battle of August 11, the Royal Prince and the St. George in which he successively hoisted his flag, being disabled, he was going on board a third ship, the Royal Charles when his boat was struck by a shot, and sunk; the Admiral was drowned. *Lent by Miss Spragge.*

784 **Captain W. Dampier.** By C. SHERWIN.
For services see No. 289.
Lent by the Trustees of the British Museum.

785 **Admiral Sir J. Jennings.** By J. FABER after Sir G. KNELLER, BART.
For services see No. 314. *Lent by Sir J. Campbell-Orde, Bart.*

786 **Admiral Richard Lestock.** (-1746.) By J. FABER after J. WOLLASTON.
Captain, 1706. Commanded the Barfleur as flag-captain to Sir George Byng in the battle off Cape Passaro in 1718. Commodore in the West Indies under Vernon in 1741. Rear-Admiral, 1743. Vice-Admiral, 1743. Second in command in the Mediterranean 1742-4 and at the battle of Toulon. Accused of misconduct in the action but acquitted by a court-martial. Admiral, 1746. Commanded an expedition to the coast of Brittany. Died, 1746.
Lent by Messrs. E. & E. Emanuel.

787 **Admiral T. Mathews.** By J. FABER after ARNULPHI.
For services see No. 306. *Lent by Messrs. E. & E. Emanuel.*

788 **Vice-Admiral the Hon. Charles Stewart.** (1681-1740.)
Fifth son of the first Viscount Mountjoy. Born, 1681. In 1697 lost his right hand in an action with a French ship off Dover. Captain, 1704. Served during the war, chiefly in the Mediterranean. Rear-Admiral in 1729, and commander-in-chief at Jamaica. Vice-Admiral, 1733. Died, 1740. *Lent by Messrs. E. & E. Emanuel.*

789 **George Byng, Viscount Torrington.** Admiral of the Fleet. By HOUBRAKEN, after KNELLER. For services see No. 294.
Lent by the Trustees of the British Museum.

790 **Admiral Edward Vernon.** By T. MCARDELL, after T. GAINSBOROUGH, R.A.
For services see No. 310. *Lent by Messrs. E. & E. Emanuel.*

791 **Admiral Edward Vernon.** "The English Lion let loose." By PARR, after GRAVEL. For services see No. 310.
Lent by the Trustees of the British Museum.

792 **Admiral Edward Vernon.** By FABER, after BARDWELL.
For services see No. 310.
Lent by the Trustees of the British Museum.

793 **Admiral Sir Charles Hardy, Kt.** (1716-1780.) By P. DAWE, after T. HUDSON.
Born about 1716. Entered the Navy, 1731; Lieutenant, 1737; Commander, 1741; Captain, 1741. Governor and Commander-in-Chief of Newfoundland, 1744. Knighted, and Governor of New York, 1755. Rear-Admiral, 1756. Actively employed on the North American coast under Boscawen. Second in command under Hawke in the action in Quiberon Bay, 1759. Vice-Admiral, 1762. Admiral, 1770. Governor of Greenwich Hospital, 1771. Commander-in-Chief of the Channel fleet, 1779. Died, 1780. *Lent by Messrs. E. & E. Emanuel.*

794 **Admiral Sir George Pocock.**
For Services see No. 354. *Lent by Rear-Admiral C. F. Knowles.*

795 **George Anson, Lord Anson,** Admiral of the Fleet. By MCARDELL, after REYNOLDS.
For services see No. 321.
Lent by the Trustees of the British Museum.

796 **Ditto.** *Lent by J. C. Blackett, Esq.*

797 **George Anson, Lord Anson,** Admiral of the Fleet. By C. GRIGNION after A. POND. *Lent by Lord de Saumarez.*

799 **Admiral The Hon. Edward Boscawen.** By MCARDELL after REYNOLDS.
For services see No. 315. *Lent by the Trustees of the British Museum.*

800 **Admiral The Hon. Edward Boscawen.**
For services see No. 315. *Lent by Colonel E. H. B. Lysons.*

801 **Augustus John Hervey, 3rd Earl of Bristol,** Admiral. By J. WATSON after GAINSBOROUGH.
For services see No. 360. *Lent by the Trustees of the British Museum.*

802 **Admiral the Hon. J. Byng.** By R. HOUSTON after J. HUDSON.
For services see No. 554. *Lent by Sir J. Campbell-Orde, Bart.*

803 **Commodore Arthur Forrest.** (-1770.) By R. PURCELL, after VANDEIST.
Served as a Lieutenant in the expedition to Cartagena in 1741. Captain, 1745. Captain of the Augusta in the West Indies in 1757; and in command of a detached squadron, engaged a very superior French force off Cape Francois on 21st October. Commodore and Commander-in-Chief in the West Indies, 1769. Died at Jamaica, 1770. *Lent by Messrs. E. & E. Emanuel.*

804 **The Hon. John Forbes,** Admiral of the Fleet. By TOWNLEY after ROMNEY. *Lent by the Trustees of the British Museum.*

805 **Admiral Thomas Griffin.** (1693-1771.) By R. HOUSTON, after T. HUDSON.
Captain, 1731. Commanded the Burford at Cartagena, 1741. Commodore in the East Indies, 1746-8. Rear-Admiral, 1747. Vice-Admiral, 1748. Died 1771. *Lent by Sir J. Campbell-Orde, Bart.*

806 **Captain Thomas Grenville.** By HOUSTON, after HOARE.
Born, 1719. Captain, 1742. Commanded the Defiance in 1747 and was killed in Anson's action off Cape Finisterre.
Lent by Messrs. E. & E. Emanuel.

807 **Edward Hawke, Lord Hawke, K.B.,** Admiral of the Fleet.
For services see No. 340. *Lent by Sir J. Campbell-Orde, Bart.*

808 **Admiral Sir E. Hawke.**
For services see No. 340. *Lent by Col. E. H. B. Lysons.*

809 **Sir Edward Hawke,** Rear-Admiral.
For services see No. 340. *Lent by Messrs. E. & E. Emanuel.*

810 **Edward Hawke, Lord Hawke, K.B.,** Admiral of the Fleet. By MCARDELL, after KNAPTON.
For services see No. 340.
Lent by the Trustees of the British Museum.

811 **Edward Hawke, Lord Hawke, K.B.,** Admiral of the Fleet. By J. HALL, after F. COTES, R.A.
For services see No. 332. *Lent by Messrs. E. & E. Emanuel.*

812 **Richard Howe, Earl Howe, K.G.** Admiral of the Fleet. By DUNKASTON after COPLEY.
For services see No. 332.
Lent by the Trustees of the British Museum.

815 **Richard Howe, Earl Howe, K.G.** Admiral of the Fleet. By WATSON, after T. GAINSBOROUGH, R.A.
For services see No. 332. *Lent by Messrs. E. & E. Emanuel.*

816 **Admiral Sir Edward Hughes, K.B.** By JONES, after REYNOLDS.
For services see No. 336. *Lent by Vice-Admiral C. M. Buckle.*

817 **Vice-Admiral The Hon. Sir C. Knowles.** By J. FABER, after T. HUDSON. *Lent by Rear-Admiral C. F. Knowles.*

817A **Vice-Admiral the Hon. Sir Charles Knowles.** By J. FABER, after T. HUDSON. *Lent by Messrs. E. & E. Emanuel.*

818 **Augustus Keppel Viscount Keppel.** Admiral. By W. DICKENSON. after G. ROMNEY.
For services see No. 342. *Lent by Lord de Saumarez.*

819 **Augustus Keppel, Viscount Keppel,** Admiral. By DOUGHTY, after REYNOLDS.
For services see No. 342. *Lent by the Trustees of the British Museum.*

820 **Vice-Admiral Henry Medley.** (-1747.) By J. FABER, after J. ELLYS.
Captain, 1721. Rear-Admiral, 1744. Vice-Admiral, 1745. Commander-in-Chief in the Mediterranean, and died at Vado in 1747.
Lent by Messrs. E. & E. Emanuel.

821 **Admiral Sir H. Palliser, Bart.** By J. R. SMITH.
Born, 1723. Commander, 1746. Captain, 1747. Sailed up the Potomac to Alexandria, in Commodore Keppel's squadron, to act against the French, in 1755; afterwards employed under Admiral Saunders at Quebec. Comptroller of the Navy, 1770. Created a Baronet, 1773. Rear-Admiral, Commissioner of the Admiralty, and Lieutenant-General of Marines, 1775. Vice-Admiral, 1778, and commanded the Blue Squadron in Keppel's action. Governor of Greenwich Hospital, 1780. Died, 1796. *Lent by Messrs. E. & E. Emanuel.*

823 **Vice-Admiral Sir Hyde Parker, Bart.**
For services see No. 317.
Lent by Sir J. Campbell-Orde, Bart.

824 **Vice-Admiral Sir Hyde Parker, Bart.** By TOWNLEY, after ROMNEY.
For services see No. 317.
Lent by the Trustees of the British Museum.

825 **Vice-Admiral Sir Hyde Parker, Bart.** By TOWNLEY, after G. ROMNEY, R.A.
For services see No. 317. *Lent by Hyde Parker, Esq.*

826 **George Brydges Rodney, Lord Rodney, K.B.**, Admiral. By G. DUPONT, after GAINSBOROUGH. For services see No. 357.
Lent by the Trustees of the British Museum.

826A **George Brydges Rodney, Lord Rodney, K.B.**, Admiral. By G. DUPONT, after GAINSBOROUGH.
For services see No. 357. *Lent by John Askew, Esq.*

827 **Sir William Rowley, K.B.** Admiral of the Fleet. (-1768.) By J. BROOKS.
Captain, 1716. Rear-Admiral, 1743. Commanded the van in the engagement with the French-Spanish Fleet off Toulon, 11th February, 1744. Vice-Admiral, 1744. Commander-in-Chief in the Mediterranean, 1745. Admiral, 1747. Rear-Admiral of Great Britain, 1749. A Lord Commissioner of the Admiralty, 1751. K.B., 1753. Admiral of the Fleet, 1762. Died, 1768.
Lent by the Trustees of the British Museum.

829 **Admiral Sir Charles Saunders.** By MCARDELL, after REYNOLDS.
For services see No. 324.
Lent by the Trustees of the British Museum.

830 **Hannah Snell.** By T. FABER, after PHELPS.
Enlisted herself by the name of James Gray in General Guise's regiment, then at Carlisle (1745), where she received 500 lashes. Deserted from thence and went to Portsmouth, where she enlisted in Colonel Fraser's Regiment of Marines; went in Admiral Boscawen's Squadron to the East Indies; at the siege of Pondicherry, where she received twelve shots—one in her groin, eleven in her legs. In 1750 she came to England without the least discovery of her sex, and on her petitioning H.R.H. the Duke of Cumberland, he was pleased to order her a pension of £30 a year.
Lent by Major L. Edye, Royal Marine Light Infantry.

831 **Admiral Thomas Smith.** By FABER, after R. WILSON.
For services, see No. 311. *Lent by Messrs. E. & E. Emanuel.*

832 **Admiral Sir Edward Vernon, Kt.** (-1794.) By J. JONES, after H. SINGLETON.
Nephew of Admiral Edward Vernon (No.). Captain, 1753. Commanded the Lyme frigate during the Seven Years War. Flag Captain at Portsmouth to Sir Thomas Pye, the Commander-in-Chief at the Naval Review in 1773, and knighted. Commodore and Commander-in-Chief in the East Indies, 1776-9. Rear-Admiral, 1779. Vice-Admiral, 1787. Admiral, April, 1794, and died in the following June. *Lent by Messrs. E. & E. Emanuel.*

833 Vice-Admiral Charles Watson. (-1757.) By E. FISHER, after T. HUDSON.

Captain, 1738. Commanded the Dragon in the action off Toulon, 1744; and the Princess Louisa in the action off Finisterre, May, 1747; and in the Bay of Biscay, October, 1747. Rear-Admiral, 1748. Vice-Admiral, 1756. Commander-in-Chief in the East Indies, at the reduction of Geriah in 1755; and of Calcutta and Chandernagore in 1757. Died at Calcutta, 1757.

Lent by Messrs. E. & E. Emanuel.

834 Vice-Admiral Sir Peter Warren, K.B. (1703-1752.)

Born, 1703. Captain, 1727. Commodore in the West Indies, and Commander-in-Chief at the reduction of Louisbourg in 1745. Rear-Admiral, 1746. Second-in-Command under Anson in 1747, in the action off Cape Finisterre. K.B. and Vice-Admiral, 1747. Commander-in-Chief of the Channel Fleet in 1748. Died, 1752.

Lent by Captain B. R. Crozier, A.P.D.

835 Sir Peter Parker, Bart. Admiral of the Fleet. (1715—1811.)

Born, 1715. Captain, 1747. Served through the Seven Years' War. Knighted, 1772. Commodore on the North American Station, 1775. Rear-Admiral, 1777, and Commander-in-Chief at Jamaica. Vice-Admiral, 1779. Baronet, 1782. Admiral, 1787. Admiral of the Fleet, 1799, and as such, chief mourner at the funeral of Lord Nelson in 1806. Died, 1811. *Lent by Messrs. Colnaghi & Co.*

836 Admiral The Hon. Sir William Cornwallis, G.C.B. (1743-1819.) By D. GARDNER, after SCOTT.

Born, 1743. Captain, 1766. In command of the Lion, took a distinguished part in the battle of Grenada, 1779; and afterwards, in command of a small squadron, fought two actions with a French squadron, 21st March, 20th June, 1780. Commanded the Canada in 1782, with Hood, at St. Kitts; and with Rodney at Dominica. Commander-in-Chief in the East Indies, 1789. Rear-Admiral, 1793; Vice-Admiral, 1794. In June, 1795, in command of a small squadron, fell in with the French fleet, from which he effected his escape by a happy mixture of daring and skill. Admiral, 1799. Commander-in-Chief in the Channel and off Brest, 1801-06. G.C.B., 1815. Died, 1819. *Lent by W. Cornwallis West, Esq., M.P.*

837 Captain Sir Richard Pearson, Kt. By J. WATSON, after GRIGNION.

For services see No. 335.

Lent by the Trustees of the British Museum.

838 Captain Sir R. Pearson, Kt. By H. R. COOK.

For services see No. 335. *Lent by F. H. Crozier, Esq.*

839 Admiral Philip Affleck. (1726—1799.) By J. YOUNG, after E. SENNY, R.A.

Born, 1726. Lieutenant, 1755. At the reduction of Louisbourg in 1758, and was made a commander by Boscawen whom, in command of the Grammont sloop, he accompanied to the Mediterranean, and took part in the defeat of De la Clue in August, 1759. Promoted and appointed to the Panther, in which he went out to the East Indies. Commanded the Triumph under Rodney in 1780. Rear-Admiral 1787. Commander-in-Chief in the West Indies, 1790. A Lord of the Admiralty, 1793. Died, 1799. *Lent by Messrs. E. & E. Emanuel.*

841 **Alexander Hood, Viscount Bridport, K.B.**
For services see No. 399.
Lent by Admiral Sir A. W. Acland Hood, Bart., G.C.B.

842 **Vice-Admiral Sir George Collier, Kt.** (1738—1795.)
Born, 1738. Captain, 1762. Knighted, 1775. Commanded the Rainbow on the coast of North America. Captured the Hancock, 1777. Commodore and Commander-in-Chief, 1779. Relieved Penobscot and destroyed the enemy's squadron there in July. In 1780 commanded the Canada, and in her, in 1781, captured the Spanish frigate Lescadia. Rear-Admiral, 1793. Vice-Admiral, 1794. Commander-in-Chief at the Nore. Died, 1795. *Lent by Lady Campbell of Barcaldine.*

843 **Admiral Sir John Colpoys.** (1742-1821.) By R. EARLOM after PELLEGRINE.
Born about 1742. Captain, 1773. Rear-Admiral, 1794. Vice-Admiral, 1795. Commanded in the Channel Fleet under Lord Howe and Lord Bridport, 1794 to 1797, when he was landed by the mutineers. Admiral and K.B., 1801. Governor of Greenwich Hospital, 1816. Died, 1821. *Lent by Messrs. E. & E. Emanuel.*

844 **Adam Duncan, Viscount Duncan,** Admiral. By MCKENZIE after TREWIN.
For services see No. 441. *Lent by E. E. Newton, Esq.*

845 **Adam Duncan, Viscount Duncan,** Admiral. By R. EARLOM after COPLEY, R.A.
For services see No. 441. *Lent by Sir J. Campbell Orde, Bart.*

846 **Adam Duncan, Viscount Duncan,** Admiral. By WARD after J. HOPPNER, R.A.
For services see No. 441. *Lent by H. H. Squire, Esq.*

847 **Adam Duncan, Viscount Duncan,** Admiral. After SIR J. REYNOLDS. *Painted and lent by Miss Morison Duncan.*
For services see No. 441.

847A **Adam Duncan, Viscount Duncan,** Admiral. By EARLOM, after J. S. COPLEY, R.A.
Lent by Miss Melladew.

849 **Rear-Admiral Sir Charles Douglas, Bart.** (-1789.) By JONES, after SINGLETON.
Lieutenant, 1753. Commander, 1759. Captain, 1761. Baronet, 1777, in reward for his distinguished services at the relief of Quebec, in 1776. Commanded the Stirling Castle in the action off Ushant, 27th July, 1778. Captain of the Fleet to Sir George Rodney in the action of 12th April, 1782. Introduced several important improvements in Naval Gunnery. Rear-Admiral, 1787. Died, 1789.
Lent by Messrs. E. & E. Emanuel.

850 **Admiral Sir F. Geary.**
For services see No. 327. *Lent by Colonel E. H. B. Lysons.*

851 **Samuelis Scott.** Engraved by FABER.
Died 12th October, 1772. *Lent by Messrs. E. & E. Emanuel.*

851A **Samuel Hood, Viscount Hood,** Admiral. After GAINSBOROUGH.
For services see No. 366.
Lent by the Worshipful Company of Ironmongers.

851B **Samuel Hood, Viscount Hood.**
For services see No. 366.
Lent by J. C. Blackett, Esq.

852 **Rear-Admiral Kempenfelt.** By R. EARLOM, after TILLY KETTLE.
For services see No. 364. *Lent by Messrs. E. & E. Emanuel.*

853 **Rear-Admiral Kempenfelt.**
For services see No. 364. *Lent by the Rev. William Hall.*

854 **Admiral John Macbride.** (-1800.) By J. TITTLER, after J. NORTHCOTE, R.A.
Lieutenant, 1758. Commander, 1762. Captain, 1765. Commanded the Bienfaisant in Keppel's action off Ushant, 1778; and at the relief of Gibraltar, 1780. Commanded the Artois in the action on the Dogger-bank, 1781. Rear-Admiral, 1793. Vice-Admiral, 1794. Admiral, 1799. Died, 1800.
Lent by George Ellis, Esq.

855 **Admiral Sir Thomas Pasley, Bart.** (1733-1808.) By C. TOWNLEY, after Sir W. BEECHEY, R.A.
Born, 1733. Captain, 1771. Rear-Admiral, 1794. Lost a leg in the action of 1st June; and was made a baronet. Vice-Admiral, 1795. Admiral, 1801. Died, 1808.
Lent by Messrs. E. & E. Emanuel.

856 **Vice-Admiral R. Roddam.** By HUDSON, after ABBOTT.
For services see No. 363.
Lent by Messrs. E. & E. Emanuel.

858 **Admiral Sir Thomas Pasley, Bart.** (1733-1808.) By C. TOWNLEY, after W. BEECHEY.
Lieutenant, 1757. Lieutenant of the Æolus in Captain Elliot's action with and capture of Thurot's squadron near the Isle of Man, 1760. Commander, 1760. Captain, 1771. Rear-Admiral, 1794; and with his flag in the Bellerophon, took part in the action of 1st June, when he lost a leg. His services were rewarded with a baronetcy and a pension of £1,000 a year. Vice-Admiral, 1795. Admiral, 1801. Died, 1808.
Lent by Miss St. John O'Reilly.

859 **Sir Charles Saxton, Bart.** (-1808.) By S. W. REYNOLDS after NORTHCOTE.
Captain, 1762. Commanded the Invincible, with Hood, at St. Kitt's in January, 1782. Resident Commissioner at Portsmouth, 1789. Baronet, 1794. Died, 1808.
Lent by the Trustees of the British Museum.

861 **John Jervis, Earl of St. Vincent, G.C.B.** Admiral of the Fleet. By BARNARD, after GABRIEL STUART.
For services see No. 375. *Lent by Messrs. E. & E. Emanuel.*

862 **John Jervis, Earl of St. Vincent, G.C.B.** Admiral of the Fleet. After GABRIEL STUART.
For services see No. 375. *Lent by Sir J. Campbell-Orde, Bart.*

863 **Admiral Thomas Griffin.** By HOUSTON.
Born 1st September, 1693. Died 23rd September, 1771.
For services see No. 805. *Lent by Messrs. E. & E. Emanuel.*

866 **John Jervis, Earl of St. Vincent, G.C.B.** Admiral of the Fleet. By LADY JERVIS-RECKETTS (1816), after an etching by
For services see No. 375. *Lent by Lieutenant-Colonel Palmer.*

867 **Captain Andrew Wilkinson, R.N.** (-1785.) By J. MCARDELL, after GABRIEL MATHIAS.
Lieutenant, 1747. Captain, 1757. Commanded the Jersey in the Mediterranean till 1763, and the Grafton on the North American Station in 1778. Died, 1785. *Lent by Messrs. E. and E. Emanuel.*

868 **John Adams.** (1760-1829.) After T. CRUIKSHANK.
One of the mutineers of the Bounty, 1789. He afterwards settled in Pitcairn's Island and was found there, as governor of the little colony, in 1808. Died there in 1829. *Lent by T. B. Allen, Esq.*

869 **Admiral Sir Albemarle Bertie, K.C.B.** (-1824.)
Lieutenant, 1777. Captain, 1782. Commanded the Thunderer in the action of 1st June, 1794. Rear-Admiral, 1804. Vice-Admiral, 1808. Commander-in-Chief at the Cape of Good Hope, 1810. Reduced the Island of Mauritius, 1810. Baronet, 1812. Admiral, 1814. K.C.B., 1815. Died, 1824. *Lent by R. J. Roddam, Esq.*

870 **Captain Sir William Chaloner Burnaby, Bart.** (-1794.)
Captain, 1777. Commanded the Milford frigate in the action off Ushant 1778. Died, 1794. *Lent by R. J. Roddam, Esq.*

871 **Admiral William Bligh.** By RUSSELL.
For services see No. 420. *Lent by Lieut. George Glennie, R.N.*

872 **Vice-Admiral the Hon. S. Barrington.** By EARLOM after REYNOLDS.
For services see No. 551.
Lent by the Trustees of the British Museum.

873 **Admiral Sir Richard Rodney Bligh, G.C.B.**
Captain, 1777. Commanded the Asia at the relief of Gibraltar by Lord Howe in 1782; and the Alexander in 1794, when she was captured by a French Squadron. Rear-Admiral, 1794. Vice-Admiral, 1799. Admiral, 1804. G.C.B., 1820. Died, 1821.
Lent by R. J. Roddam, Esq.

875 **Rear-Admiral William Carlyon.** (-1830.)
Captain, 1781. Superannuated Rear-Admiral, 1801. Died, 1830.
Lent by R. J. Roddam, Esq.

876 **Captain Sir John Collins, Kt.** (-1794.)
Captain, 1778. Captain of the Ruby of 64 guns and was knighted for taking the Solitaire of the same force, 1788. Died, 1794.
Lent by R. J. Roddam, Esq.

877 **Cuthbert Collingwood, Lord Collingwood,** Vice-Admiral. By GAUGAIN and SCRIVEN.
For services see No. 407. *Lent by Messrs. E. & E. Emanuel.*

878 **Rear-Admiral Sir Francis Augustus Collier.** (1783-1849.) By CHALONS.
Born about 1783. Served with Nelson in the Vanguard at the Nile, and afterwards in the Foudroyant. Lieutenant, 1803. Commander, 1805. Captain, 1808. In 1820, Commander-in-chief in the East Indies and at the suppression of the Joasmi pirates. Knighted, 1830. Rear-Admiral, 1846. Commander-in-chief in China, 1848. Died, 1849.
Lent by Mrs. Carr-Glyn.

879 **Commander Wilfred Collingwood.** (-1787.)
Brother of Admiral Lord Collingwood (No. 407). Commander, 17 . Commanded the Rattler sloop, in the West Indies, under the orders of Nelson, then Captain of the Boreas and Senior Officer at St. Kitt's. Died 1787. *Lent by R. J. Roddam, Esq.*

881 **Cuthbert Collingwood, Lord Collingwood,** Vice-Admiral. By himself.
For services see No. 407. *Lent by J. A. Philipson, Esq.*

882 **Cuthbert Collingwood, Lord Collingwood,** Vice-Admiral. By F. BACON after LONSDELL.
For services see No. 407. *Lent by J. C. Blackett, Esq.*

883 **Cuthbert Collingwood, Lord Collingwood,** Vice-Admiral. By W. FINDEN, after J. HOWARD.
For services see No. 407. *Lent by Edward Collingwood, Esq.*

884 **Cuthbert Collingwood, Lord Collingwood,** Vice-Admiral. By W. SAY.
For services see No. 407. *Lent by Messrs. E. and E. Emanuel.*

885 **Captain James Cook, R.N.** BY CLAXTON.
For services see No. 385. *Lent by J. C. Blackett, Esq.*

886 **Captain James Cook, R.N.** By J. K. SHERWIN, after DANCE.
For services see No. 385.
Lent by the Trustees of the British Museum.

887 **Captain James Cook, R.N.** By W. HOLL, after N. DANCE, R.A.
For services see No. 385. *Lent by W. Adams, Esq.*

888 **Admiral Sir Henry Ducie Chads, G.C.B.** (1788-1868.) By W. J. EDWARDS.
Born about 1788. Lieutenant, 1806. First lieutenant of the Java when she was captured by the Constitution in 1812. Commander, 1813. Captain, 1825, and commanded the Alligator frigate in the first Burmese war. Captain of the Excellent, 1845 to 1854. Rear-Admiral, 1854, and fourth in command in the Baltic, K.C.B., 1855. Vice-Admiral, 1858. Admiral, 1863. G.C.B., 1865. Died, 1868.
Lent by Admiral Sir H. Chads, K.C.B.

889 **Prince William Henry,** midshipman of the Royal George. By BARTOLOZZI, after B. WEST, R.A.
See also No. 379. *Lent by George Ellis, Esq.*

890 **Admiral Sir George Campbell, G.C.B.** By W. WARD, R.A., after SIR W. BEECHEY, R.A.
Captain, 1781. Rear-Admiral, 1801. Second in command of the fleet during the blockade of Toulon by Nelson, 1803-5. Vice-Admiral, 1806. Admiral and K.C.B., 1814. G.C.B., 1820. Died, 1821.
Lent by Miss B. N. Melladew.

891 **Admiral Sir Roger Curtis, Bart, G.C.B.** (1746-1816.) By T. CALDWELL, after W. HAMILTON.
Born, 1746. Captain, 1777, and Flag-Captain to Lord Howe in North America. Commanded the Brilliant and the Naval Brigade at Gibraltar during the siege. Captain of the Channel Fleet, 1794, and in the battle of 1st June. Rear-Admiral and baronet, 1794. Vice-Admiral, 1799. Admiral, 1803. G.C.B., 1815. Died, 1816.
Lent by Messrs. E. & E. Emanuel.

892 **Captain Sir Andrew Snape Douglas, Kt.** (-1796.)
Captain, 1780. Captain of the Queen Charlotte, carrying Lord Howe's flag, in the battle of 1st June, 1794; was knighted for his services on this occasion. Died 1796.
Lent by Sir Graham Eden Hamond-Græme, Bart.

893 **Admiral Henry D'Esterre Darby.** (-1823). By R. EARLOM, after SIR W. BEECHEY, R.A.
Captain, 1783. Commanded the Bellerophon in the battle of the Nile. Rear-Admiral, 1804. Vice-Admiral, 1810. Admiral, 1819. Died, 1823. *Lent by Messrs. E. & E. Emanuel.*

894 **Vice-Admiral Sir William Essington, K.C.B.** (1753-1816).
Born, 1753. Captain, 1783. Commanded the Triumph in the battle of Camperdown, 1797. Rear-Admiral, 1804. Vice-Admiral, 1810. K.C.B., 1815. Died, 1816. *Lent by R. J. Roddam, Esq.*

895 **Edward Pellew, Viscount Exmouth, G.C.B.** Admiral. By C. TURNER, after SIR W. BEECHEY, R.A.
For services, see No. 412.
Lent by Rear-Admiral Sir L. Loraine Bart.

896 **Horatio Nelson, Viscount Nelson, K.B., Admiral.**
Lent by Police Constable A. W Cotton.

897 **James Gambier, Lord Gambier, G.C.B.,** Admiral. By G. CLINT, after W. BEECHEY, R.N. *Lent by Mrs. Hawtayne.*

898 **Vice-Admiral The Hon. Samuel Barrington.** After SIR JOSHUA REYNOLDS, P.R.A. Engraved by R. VARLOM.
For services see No. 351.
Lent by Rear-Admiral Charles G. F. Knowles.

899 **George Keith Elphinstone, Viscount Keith, G.C.B.,** Admiral. By AUDINET, after DANLOUX.
For services see No. 387.
Lent by the Trustees of the British Museum.

900 **George Keith Elphinstone, Viscount Keith, G.C.B,** Admiral. By S. W. REYNOLDS, after H. P. DAUBOURG.
For services see No. 387. *Lent by Messrs. E. & E. Emanuel.*

901 **Captain the Hon. James Luttrell.** (-1789.)
Lieutenant, 1770. Captain, 1781. Commanded the Mediator in 1782, and fought a remarkable action with a squadron of five enemy's ships of war, two of which he captured. Died, 1789. See No.
Lent by Major-General Sir E. F. Du Cane, K.C.M.G.

902 **Rear-Admiral Sir Thomas Louis, Bart.** (-1807.)
Captain, 1783. Commanded the Minotaur in the battle of the Nile. Rear-Admiral, 1804. Second in command in the battle off St. Domingo, 1806, and made a baronet. Died, on board the Canopus, off Alexandria, 1807. *Lent by Sir J. Campbell-Orde, Bart.*

903 **Captain Lord Robert Manners.** (1758-1782.) By DICKENSON, after Sir J. REYNOLDS, P.R.A.
Third son of Lieutenant-General the Marquis of Granby, Master-General of the Ordnance. Born, 1758. Captain, 1780. Commanded the Resolution in Rodney's action off Dominica, 12th April, 1782, and was mortally wounded. Died on board the Andromache on the passage home. There is a monument to his memory in Westminster Abbey.
Lent by Sir J. Campbell Orde, Bart.

904 **Capt. Lord Robert Manners.**
Lent by the Trustees of the British Museum.

905 **Admiral Sir Andrew Mitchell, K.B.** (-1806.) By G. DAWE, after G. BOWYER.
Captain, 1778. Rear-Admiral, 1795. Vice-Admiral and Commander-in-Chief in the North Sea, 1799. K.B., 1799. Admiral, 1805. Commander-in-Chief in the West Indies. Died, 1806.
Lent by Vice-Admiral C. M. Buckle.

905A **Admiral Sir John Borlase Warren, G.C.B.** By FITTLER after MARK OATES.
For services see No. 396. *Lent by Lord de Saumarez.*

906 **Admiral Sir Andrew Mitchell, K.B.** By COOK, after BOWYER.
Lent by E. E. Newton, Esq.

909 **Horatio Nelson, Viscount Nelson, K.B.,** Vice-Admiral. By HEATH, after ABBOTT.
For services see No. 570. *Lent by the Rev. P. M. Mayhew.*

910 **Horatio Nelson, Viscount Nelson, K.B.,** Vice-Admiral. By BROMLEY, after R. BOWYER.
For services see No. 570. *Lent by Messrs. E. & E. Emanuel.*

911 **Horatio Nelson, Viscount Nelson, K.B.,** Vice-Admiral. By E. BELL after SIR W. BEECHEY, R.A.
For services see No. 570. *Lent by Messrs. E. & E. Emanuel.*

912 **Horatio Nelson, Viscount Nelson, K.B.,** Vice-Admiral.
For services see No. 570. *Lent by the Rev. E. S. Carpenter.*

917 **Horatio Nelson, Viscount Nelson, K.B.**
For services see No. 570. *Lent by E. Goble, Esq.*

918 **Horatio Nelson, Viscount Nelson, K.B.**
For services see No. 570. *Lent by F. Higgins, Esq.*

919 **Horatio Nelson, Viscount Nelson, K.B.** Signed by himself.
For services see No. 570. *Lent by Commander C. McLaughlin.*

920 **Horatio Nelson, Viscount Nelson, K.B.**
For services see No. 570. *Lent by Mrs. S. Pinkerton.*

924 **Horatio Nelson, Viscount Nelson, K.B., Vice-Admiral.** By ELDRIDGE.
For services see No. 570. *Lent by E. A. Drummond, Esq.*

925 **Horatio Nelson, Viscount Nelson, K.B.**
For services see No. 570. *Lent by H. H. Squire, Esq.*

926 **Horatio Nelson, Viscount Nelson, K.B.** By JOHN WHICHELO.
For services see No. 570.
Lent by Sir W. Biddulph Parker, Bart.

927 **Horatio Nelson, Viscount Nelson, K.B.,** Vice-Admiral. J. T. WEDGWOOD, after HOPPNER.
For services see No. 570. *Lent by Miss B. N. Melladew.*

928 **Horatio Nelson, Viscount Nelson, K.B.** By BARNARD, after ABBOTT.
For services see No. 570. *Lent by J. C. Blackett, Esq.*

929 **Commander John Lockhart.** By MCARDELL, after REYNOLDS.
Lent by Messrs. E. & E. Emanuel.

930 **Sir Charles Morice Pole, Bart, G.C.B.,** Admiral of the Fleet. (1757-1830.) By W. SAY, after SIR W. BEECHEY, R.A.
Born, 1757. Commander, 1778. Captain, 1779. In command of the 32-gun frigate Success, captured the Spanish frigate Santa Catalina, 16 March, 1782. Rear-Admiral, 1795. Captain of the Fleet to Lord Bridport. Vice-Admiral, 1801, and in command of a squadron off Cadiz. Admiral, 1805. A Lord of the Admiralty, 1806. G.C.B., 1818. Admiral of the Fleet, 22 July, 1830. Died, 31 Aug., 1830.
Lent by Messrs. E. & E. Emanuel.

931 **Rear-Admiral John Willett Payne.** (1752-1803.) After HOPPNER.
Born, 1752. Captain, 1780. Commanded the Russell in the action of 1st June, 1794. Comptroller of the Household of the Prince of Wales. Rear-Admiral, 1799. Died, 1803.
Lent by the Trustees of the British Museum.

932 **John Rennie, F.R.S.** (1761-1821.) By A. SKIRVING.
Civil Engineer. In addition to many other important works, constructed or designed, the London Docks, the East and West India Docks, Docks at Liverpool, Hull, Dublin, Greenock, and Leith, the Dockyard at Sheerness and the Breakwater in Plymouth Sound. Died, 1821. *Lent by G. B. Rennie, Esq.*

933 **Rear-Admiral Charles Sandys.** (1752-1814.)
Born, 1752. Captain, 1783, and commanded the Latona in the West Indies. Superannuated Rear-Admiral, 1805. Died, 1814.
Lent by R. J. Roddam, Esq.

934 **Admiral Lord Hugh Seymour.** By S. W. REYNOLDS, after J. HOPPNER, R.A.
Captain, 1779. Commanded the Leviathan at the occupation of Toulon in 1793, and in the battle of 1st June, 1794. Rear-Admiral, 1795. Vice-Admiral, 179 . Commander-in-Chief in the West Indies, 1799. Died at Jamaica, 1801. *Lent by Messrs. E. & E. Emanuel.*

935 **Admiral Sir W. Sidney Smith.** By E. BELL, after W. CHANDLER.
For services see No. 381. *Lent by Messrs. E. & E. Emanuel.*

936 **Admiral Sir R. Grant, R.N.** By J. SCOTT, after S. PEARCE.
Lent by Messrs. E. & E. Emanuel.

937 **James Saumarez, Lord De Saumarez,** Admiral. By H. T. RYALL, after S. LANE.
For services see No. 380. *Lent by Lord De Saumarez.*

938 **James Saumarez, Lord De Saumarez,** Admiral. By C. TURNER.
For services see No. 380. *Lent by Lord De Saumarez.*

939 **James Saumarez, Lord De Saumarez,** Vice-Admiral. By V. GREEN, after L. F. ABBOTT, R.A.
For services see No. 380. *Lent by Sir J. Campbell-Orde, Bart.*

940 **James Saumarez, Lord De Saumarez,** Vice-Admiral. By W. SAY, after J. PHILLIPS, R.A.
For services see No. 380. *Lent by Captain Yorke Rattray, R.N.*

941 **Vice-Admiral Sir Thomas Boulden Thompson, Bart., G.C.B.** (1766-1828.) From a miniature.
Born, 1766. Lieutenant, 1782. Commander, 1786. Captain, 1790. Commanded the Leander at the battle of the Nile, and when she was afterwards captured by the Généreux. Knighted for his brilliant defence against a vastly superior force. Commanded the Bellona at Copenhagen, where he lost a leg. Baronet, 1806. Rear-Admiral, 1809. Vice-Admiral, 1814. K.C.B., 1815. G.C.B., 1822. Died, 1828. *Lent by G. F. Smith, Esq.*

942 **Vice-Admiral John McDougall.** (1750-1814.)
Captain, 1783. Rear-Admiral, 1805. Vice-Admiral, 1810. Died, 1814. *Lent by R. J. Roddam, Esq.*

943 **Captain John Maitland.**
Captain, 1783. Died, 1789. *Lent by R. J. Roddam, Esq.*

944 **Captain William Henry Jervis.** By H. R. CROKE, after LUBERSAC.
Son of Mrs. Ricketts, sister of the 1st Earl of St. Vincent. Took the name of Jervis in 1801. Captain 1790. Drowned off Brest, by the upsetting of his boat, 26th March, 1805.
Lent by Colonel E. H. B. Lysons.

945 **Vice-Admiral James Alms.**
Captain, 1783. Commanded the Repulse when lost on the Penmarks, 1800. Rear-Admiral, 1805. Vice-Admiral, 1810. Died, 1816.
Lent by R. J. Roddam, Esq.

946 **Captain Phillips.** (1782.) *Lent by R. J. Roddam, Esq.*

947 **Captain Otway.** *Lent by R. J. Roddam, Esq.*

948 **Captain Taylor.** *Lent by R. J. Roddam, Esq.*

949 **Captain Williamson.** *Lent by R. J. Roddam, Esq.*

950 **Captain Young.** (1782.) *Lent by R. J. Roddam, Esq.*

951 **Captain Marsh.** (1782.) *Lent by R. J. Roddam, Esq.*

952 **Captain Lumsdon.** (1782.) *Lent by R. J. Roddam, Esq.*

953 **Captain Lechmere.** *Lent by R. J. Roddam, Esq.*

954 **Captain Calder.** (1782.) *Lent by R. J. Roddam, Esq.*

955 **Admiral Sir Edward Thornbrough.** (1754-1834.) By H. DAWE, after S. LANE.
Born, 1754. Served and was wounded in the American War. Promoted to Commander for his dashing conduct on the capture of the La Nymphe, French frigate, by the Flora, 1780. Captain of Latona in Lord Howe's victory, and of the Robust at the capture of La Hoche and three frigates by Sir J. B. Warren's squadron. Promoted to be Rear-Admiral, 1801, and held several commands as Flag Officer up to 1818. Died, 1834. *Lent by Messrs. E. & E. Emanuel.*

956 **Admiral Sir J. B. Warren, G.C.B.** By TITTLER, after OATES.
For services see No. 396.
Lent by the Trustees of the British Museum.

958 **Captain Martin Waghorn.**
Captain, 1782. Captain of the Royal George, when she foundered at Spithead, 1782. Died, 17th December, 1787.
Lent by R. J. Roddam, Esq.

959 **Captain William Affleck.** (-1791.)
Captain, 1774. Died in the West Indies, captain of the Blonde frigate, 1791. *Lent by R. J. Roddam, Esq.*

960 **Captain John Wright.**
Captain, 1783. Died, 1785. *Lent by R. J. Roddam, Esq.*

961 **Rear-Admiral Sir P. B. V. Broke, Bart.** By C. TURNER, after LANE.
For services see No. 613.
Lent by Rear-Admiral Sir L. Loraine, Bart.

962 **Vice-Admiral the Hon. Sir H. H. Blackwood, Bart.**
For services see No. 519.
Lent by Rear-Admiral Sir L. Loraine, Bart.

963 **Vice-Admiral the Hon. Sir H. H. Blackwood, Bart.** By C. TURNER, after HOPPNER.
For services see No. 519.
Lent by the Trustees of the British Museum.

964 **John Crawford.**
Seaman of the Venerable, Admiral Duncan's flag ship in the battle of Camperdown, 1797. It is said that during the action the flag was shot away, and that Crawford climbed to the main-truck and nailed it there.
Lent by Sir W. A. Fraser, Bart.

965 **Admiral Sir Ross Donnelly.** By SALTER, after IPSI.
For services see No. 568. *Lent by Miss B. N. Melladew.*

966 **Thomas Cochrane, Earl of Dundonald, G.C.B.,** Admiral. By H. MEYER, after J. RAMSEY.
For services see No. 498. *Lent by Messrs. E. and E. Emanuel.*

967 **Thomas Cochrane, Earl of Dundonald,** Admiral, **G.C.B.**
For services see No. 498. *Lent by the Earl of Dundonald.*

968 **Captain Robert Faulknor.** (1763-1795.) By H. D. GARDNER, after ROBERTS.
Born, 1763. Lieutenant, 1780. Commander, 1790. Commanded the Zebra sloop at the capture of Fort Royal, Martinique, on the 20th March, 1794, and for his brilliant conduct was posted to the command of a prize frigate, "named," as Sir John Jervis told him, "like you, Sir, the Undaunted." Commanded the Blanche in 1795, and was killed in action with the French frigate Pique; shot through the heart as he was lashing her bowsprit to the Blanche's capstan.
Lent by the Trustees of the British Museum.

969 **Admiral John Giffard.** (-1855.)
Midshipman of the Canada at St. Kitts in January, 1782, and in the battle of Dominica, 12th April, 1782. Lieutenant, 1790. Lieutenant of the Queen Charlotte in the action off L'Orient, June, 1795. Commander, 1796. Captain, 1796. After continuous service was appointed, in 1807, Lieutenant-Governor of the Royal Naval College at Portsmouth. Rear-Admiral, 1819. Vice-Admiral, 1830. Admiral, 1841. Died, 1855.
Lent by Miss Giffard.

970 **Captain Sir A. S. Hamond.** By J. H. PHILLIPS, after LAURENCE.
For services see No. 466.
Lent by the Trustees of the British Museum.

971 **Vice-Admiral Sir T. M. Hardy, Bart., G.C.B.**
For services see No. 570. *Lent by W. Manfield, Esq.*

972 **Vice-Admiral Sir Samuel Hood., Bart, G.C.B.** By G. CLINT, after J. HOFFNER, R.A.
For services see No. 366. *Lent by Messrs. E. & E. Emanuel.*

973 **Vice-Admiral Sir S. Hood, Bart., G.C.B.** By CLINT, after HOPPER.
For services see No. 366. *Lent by Sir J. Campbell-Orde, Bart.*

974 **Samuel Hood, Viscount Hood, G.C.B., Admiral.** By V. GREEN, after L. F. ABBOTT, R.A.
For services, see No. 377.
Lent by Admiral Sir A. W. Acland Hood, Bart.

975 **Samuel Hood, Viscount Hood,** Admiral. By J. JONES, after REYNOLDS.
For services see No. 377. *Lent by the Trustees of the British Museum.*

975a **Admiral Sir Harry Burrard Neale, Bart., G.C.B., G.C.M.G.** (1764-1840.)
Succeeded to the baronetcy on the death of his uncle, Sir Harry Burrard, in 1791; took the name of Neale on his marriage in 1795. Captain, 1793. In 1797 commanded the San Fiorenzo, when she and the Nymphe, in company, captured the French frigates Resistance and Constance, after a hard fought action. Served with distinction throughout the war. In command of the London, assisted in the capture of Linois's squadron, March 1806. Captain of the Fleet to Lord Gambier, 1808-9. Rear-Admiral, 1810. Vice-Admiral, 1814. K.C.B., 1815. G.C.B., 1822. Commander-in-Chief in the Mediterranean, 1823, and reduced the Dey of Algiers to terms. Admiral, 1830. Died, 1840. *Lent by F. H. Crozier, Esq.*

976 **Rear-Admiral Sir Frederick Lewis Maitland, K.C.B.** (1776-1839.)
Born, 1776. Present, as Midshipman of the Southampton frigate, in the battle of 1st June, 1794. Captain, 1801. In 1815, when in command of the Bellerophon, received the surrender of Bonaparte. Rear-Admiral and K.C.B., 1830. Commander-in-Chief in the East Indies. Died, 1839. *Lent by Colonel C. Maitland.*

977 **Sir Robert Seppings, Kt., F.R.S., Naval Architect.** (1768-1840.) By R. J. LANE, after W. BRADLEY.
For many years Surveyor of the Navy. Introduced many improvements in the construction of Ships of War, especially the round sterns, which gave rise to a fierce controversy about 1822. Died, 1840.
Lent by Mrs. C. Thorne-Georges.

978 **Captain John Stewart.** (-1811.) After C. TURNER.
Sailed round the world with Vancouver. Captain, 1801. In command of the 38-gun frigate Seahorse, engaged two Turkish ships off the island of Scopolo, and took one of them, 1808. Died, 1811.
Lent by Messrs. E. & E. Emanuel.

979 **Admiral Sir Michael Seymour, G.C.B.** (1802-1887.) By F. HOLL (the elder) after A. DE SALOME.
Third son of Rear-Admiral Sir Michael Seymour, Bart., No. 463 Born, 1802. Lieutenant, 1822. Commander, 1824. Captain, 1826. Commanded the Challenger on the South American Station, 1833, and till she was wrecked, near Concepcion, on 19th May, 1835. Commodore Superintendent at Devonport, 1852. Captain of the Fleet in the Baltic and Rear-Admiral, 1854. K.C.B. and third in command in the Baltic, 1855. Commander-in-Chief in China, 1856-9, during the second Chinese war, including the action with the junk fleet in Fatshan Creek, and capture of Canton, 1857, and capture of the Taku Forts, 1858. G.C.B., 1859. Vice-Admiral, 1860. Commander-in-Chief at Portsmouth, 1863. Admiral, 1864. Vice-Admiral of the United Kingdom. Died, 1887. *Lent by Professor J. K. Laughton.*

980 **Rear-Admiral Sir Home Riggs Popham, K.C.B.** (1762-1820.)
For Services see No. 496.
Lent by H. W. Popham, Esq.

981 **William Hopetown Carnegie, Lord Rosehill,** afterwards 8th Earl of Northesk. (1791-1807.)

Born, 1794. Served as a volunteer at Trafalgar on board the Britannia, carrying the flag of his father, Rear-Admiral the Earl of Northesk. Lost in the Blenheim with Sir Thomas Troubridge in 1807.
Lent by Colonel E. H. B. Lysons.

982 **Captain Thomas Forrest, C.B.** (-1844.) By SHARPE, after SHERWIN.

Highly distinguished as First Lieutenant of the Emerald, in 1804, in cutting-out a privateer schooner from under the batteries of St. Pierre, Martinique. Commander, 1806. In 1809, Commander of the Prometheus in the Baltic; commanded the boats of the squadron in the capture of three Russian gun-boats in the Gulf of Finland, and for his gallantry on this occasion was promoted to be Captain. C.B. 1815. Held various commands during the peace. Died, 1844.
Lent by Messrs. E. & E. Emanuel.

984 **Admiral Sir Charles Napier, K.C.B.**
For services see No. 571. *Lent by Mrs. Henry Jodrell.*

985 **Captain G. Nicholas Hardinge.** (-1808.)

Captain of H.M.S. San Fiorenzo, and was killed in action with the French frigate Piémontaise, which was captured on the coast of Ceylon, after a running fight of 3 days, 8th March, 1808.
Lent by Colonel E. H. B. Lysons.

986 **Admiral Henry Gosset.** (-1877.)

Entered the Navy in 1810. In 1816, Midshipman of the Northumberland, when she carried Bonaparte to St. Helena. Captain, 1829. Rear-Admiral, 1855. Vice-Admiral, 1862. Admiral, 1865. Died, 1877. *Lent by Mr. Gosset.*

988 **George Keith Elphinstone, Viscount Keith.** Admiral.
For Services see No. 387.
Lent by Lady W. Osborn E. Elphinstone.

989 **Rear-Admiral Lord John Hay.** (1793-1851.) By J. FAED, after J. W. GORDON.

Born, 1793. Entered the Navy in 1806, and in 1807 lost his left arm in a cutting-out expedition in Hyères Roads. Lieutenant, 1812. Commander, 1814. Captain, 1815. In 1837 Captain of the North Star,

989—*continued.*
and in command of a small squadron on the north coast of Spain during the Civil War; was frequently landed in command of a Naval Brigade. Commodore-Superintendent at Devonport, 1850. Rear-Admiral, 1851. Died, 1851. *Lent by Messrs. Stilwell & Sons.*

990 **Admiral Sir W. King Hall, K.C.B.** (1816-1886.)
Born, 1816. Mate of the Benbow at the Bombardment of St. Jean d'Acre in 1840. Lieutenant, 1841. Commander, 1848. Captain, 1853, and Captain of the Calcutta, carrying the flag of Sir Michael Seymour, during the War in China, 1856-9. Rear-Admiral, 1869. K.C..B, 1871. Vice-Admiral, 1875. Commander-in-Chief at the Nore. Admiral, 1879. Died, 1886. *Lent by Professor J. K. Laughton.*

991 **Captain George Francis Lyon.** (-1832.)
Lieutenant, 1814. Commander, 1821. Captain, 1823. Distinguished as an Arctic and African Explorer. Died, 1832.
Lent by J. B. Brown, Esq.

992 **Captain Frederick Marryat.** (-1848.)
The Celebrated Novelist. Captain, 1825. Served with distinction in the first Burmese War. Died, 1848.
Lent by Messrs. E. & E. Emanuel.

994 **Rear-Admiral Sir J. C. Ross.** (1800-1863.) By COOK, after WILDMAN.
Born, 1800. Accompanied his uncle, Sir John Ross, and Sir Edward Parry, on five successive voyages to the Arctic Regions. Reached Lat. 82° 44′ N. in 1827. Discovered North Magnetic Pole, 1831. Commanded the Erebus on a scientific voyage to the Antarctic Regions, 1839 to 1843, and reached Lat. 78° 10′ S. Knighted, and received the gold medal of the Geographical Society, on his return. Commanded an expedition in search of Sir John Franklin, 1848. Died, 1863.
Lent by Messrs. E. & E. Emanuel.

995 **Captain Sir Nesbit J. Willoughby.** By GREATBACH after BARBER.
For Services see No. 773.
Lent by Major General Sir Henry Greene, K.C.B., C.I.E.

THE WAR TRAINING OF THE NAVY.
By Admiral of the Fleet Sir G. Phipps Hornby and Captain Fitzgerald, R.N.
IN THREE PARTS.
See the "UNITED SERVICE MAGAZINE."

996 **Captain John Woolmore, F.R.S.** By TURNER after SIR MARTIN A. SHEE. *Lent by Messrs. E. & E. Emanuel.*

997 **Captain Charles Moore.**
Midshipman of the Eagle in the Walcheren Expedition. Lieutenant, 1813. Commander, 1817. Captain on the retired list, 1856. Died, 1870. *Lent by Messrs. Frank Giles & Co.*

999 **Captain Lawrence.**
Lent by Admiral of the Fleet Sir Provo Wallis, G.C.B.

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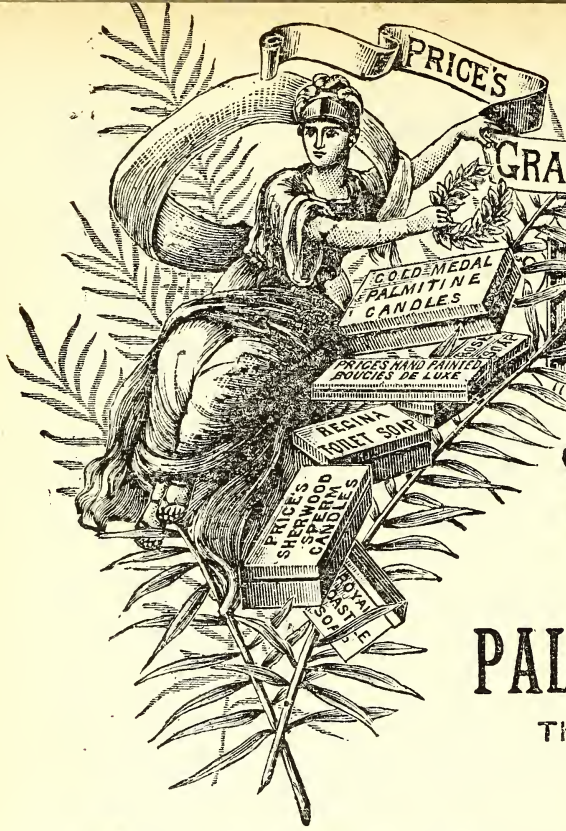
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ENGRAVINGS.—BATTLE PIECES, &c.

1001 **The Ark Ralegh, or Ark Royal.** The Ship of the English Commander-in-Chief (Lord Howard of Effingham) in the battles with the Spanish Armada, 1588. Autotype, from a Woodcut in the British Museum. *Lent by the Art for Schools Association.*

1002 **The famous Game of Bowls on Plymouth Hoe,** 27th July, 1588; with Portraits of the English Captains who fought against the Armada. Engraving after LUCAS, A.R.A. *Lent by Arthur Lucas, Esq.*

1003 **The Ark.** Ralegh autotype, said to have been in Spanish Armada. *Lent by Lady Smart.*

1004 **The Loss of the Revenge.** Engraved by A. WILLMORE, after SIR O. BRIERLY, R.W.S. *Lent by the Corporation of the Art Union of London.*

1005 **The true Portraieture of H. Matie's Royall Ship the Soveraigne of the Seas.** Built in the yeare 1637, Captain Phinees Pett being Supervisor, and Peter Pett, his sonne, the Builder. Engraving. *Lent by E. A. Drummond, Esq.*

1006 **The Duke of Northumberland, Lord High Admiral in 1636;** on a broad sheet, with a list of the Ships, Tenders, and Merchant Ships forming the Fleet sent to the North Sea to drive off the Dutch busses. This list gives the names of Flag Officers, Captains, and builders of the ships; and it would appear to be an exhaustive list of the Navy at the time, as it gives the ships in the Irish Seas, and the ships in reserve or ordinary. It was the last Fleet sent out by King Charles I. before the Revolution, and was fitted out with the "ship money." *Lent by Captain T. H. Lysaght, R.N.*

1007 **Embarkation of Henry VIII. at Dover,** May 31st, 1520. By J. BAZIN. *Lent by Commander W. G. H. Morgan, R.N.*

1008 **The Dutch Fleet conveying William of Orange to England.** By VOGLAER *Lent by Messrs. E. & E. Emanuel.*

1009 **Retreat of the Spanish Fleet,** under the command of Don Joseph de Mazzaredo, into Cadiz, 11th and 12th February, 1798. *Lent by Col. H. B. Lysons.*

1011 **Attack of the Vanguard on the Armada,** August, 1588. By A. WILLMORE, after Sir O. BRIERLY. *Lent by the Art Union of London.*

1012 **Queen Elizabeth at Tilbury.** *Lent by Thomas G. Daniel, Esq.*

1013 **Dutch Ships of War,** 1584. Fac-simile, from the original engraving by JOHN PARNELL. *Lent by Messrs. L. & J. Parnell.*

1014 **Spanish Ships of War,** 1584. Fac-simile, from the original engraving by JOHN PARNELL. *Lent by Messrs. L. & J. Parnell.*

1015 **Defeat of the Spanish Armada** in 1588, engraved from the tapestry in the old house of Lords; with border of portraits of eighteen Commanders.

The tapestry was destroyed in the burning of the Houses of Parliament, 1834. *Lent by Messrs. L. & J. Parnell.*

1016 **English Ships of War,** 1584. Fac-simile, from the original engraving by JOHN PARNELL. *Lent by Messrs. L. & J. Parnell.*

1017 **The decisive action with the Spanish Armada off Gravelines,** 30th July, 1588. By DAVID LAW, after SIR OSWALD BRIERLY, R.W.S.
Lent by H.I.M. The German Emperor.

1018 **The Armada Memorial, Plymouth.** By H. A. GRIBBLE.
Lent by H. A. Gribble, Esq.

1019 **The Revolt of the Fleet.** Engraved by GUCHT after LE CHERON and BASTIN.

The Parliament having consoled the Earl of Warwick with the command of the Fleet contrary to his Majesty's pleasure, and the Earl having endeavoured to intercept a small vessel which the Queen had despatched from Holland with arms and ammunition for the King, his Majesty began to think it high time to take the Admiralty into his own hands, and for that purpose sent his Royal letters to the Captains of every ship, commanding them no longer to pay obedience to the Earl of Warwick, but to obey such orders as they should receive from Sir John Pennington. When the Captains had received these letters, many of them expressed their duty and submission, and only waited for the orders of Sir J. Pennington, who was not yet arrived. This delay the Earl improved to encourage those whom he thought true and to watch those he mistrusted. By the proper signal (as represented in this print) he summoned the Captains to attend him on board in Council. This they all did excepting Captain Slingsby and Captain Wake, who attempted to put to sea, but the corruption of the seamen was so great that the Captains were seized by their own men and by them carried to the Admiral. *Lent by Edward Almack, Esq.*

1020 **Admiral Blake informing a Spanish Priest "None but an Englishman shall ever chastise an Englishman."**

From this engraving one of the lights of the Blake Memorial Window in St. Margaret's, Westminster, was designed.
Lent by W. F. Blake, Esq.

1021 **"His tenet Imperium Pelagi Brittannia Magna."** After J. BASTON.

Portraits of Line of Battle ships, probably of the early part of the 17th century. *Lent by Vice-Admiral C. M. Buckle.*

1022 **English Sailors assisting Marshall Turenne to repulse the Spaniards besieging Dunkirk.** *Lent by N. Genter, Esq.*

1024 **Action between the English and Dutch Fleets off the Thames.** Print. 17th Century. *Lent by Rev. S. M. Mayhew.*

1025 **Action between the English and Dutch Fleets off the Thames.** Print. *Lent by Rev. S. M. Mayhew.*

1026 **The Departure of Charles Stuart, the II.** Kinge of England, Scotland, France, and Ireland, from the Hollands coast at Scheveling for England, the 2nd of June, Anno. 1660. Engraved by JACOBUS ALLARD.
Lent by Edward Almack, Esq.

1027 **An English second-rate, 1665.** Engraving after VAN DE VELDE.
Lent by Mrs. Gossett.

1028 **Destruction of Ships in the Medway by the Dutch, 1667.** Engraved by SALLIETH after LANGENDYCK.
Lent by Sir J. Campbell-Orde, Bart.

1029 **Dutch second-rate, 1670.** Engraving after VAN DE VELDE.
Lent by Mrs. Gossett.

1030 **Spanish second-rate, 1670.** Engraving after VAN DE VELDE.
Lent by Mrs. Gossett.

1031 **English second-rate small class, 1670.** Engraving after VAN DE VELDE. *Lent by Mrs. Gossett.*

1032 **French second-rate, 1670.** Engraving after VAN DE VELDE.
Lent by Mrs. Gossett.

1033 **The Royal Charles, 1673.** Engraving after VAN DE VELDE.
Lent by Mrs. Gossett.

1034 **Battle of La Hogue.** By WOOLLETT, after WEST.
Lent by Stephen Martin Leake, Esq.

1035 **Battle of La Hogue.** By WOOLLETT, after WEST.
Lent by Sir J. Campbell-Orde, Bart.

1036 **H. M. Ship Boyne, of 80 guns.** In top corner, left, portrait of Sir George Rooke. Engraving.
Lent by Rev. Willoughby J. E. Rooke.

1037 **The Loss of the Romney, 1707.** Print.
Lent by Mrs. Gossett.

1038 **H.M.S. Barfleur, 1705.** *Lent by the Misses Knowles.*

1039 **Sketch.** In Sepia, by W. VAN DE VELDE.

1040 Ditto. *Lent by the Misses Schetky.*

1041 **Destruction of Ships in Medway.** By SALLIET, after LANGENDYK.
Lent by Sir J. Campbell Orde, Bart.

1042 **Capture of the Spanish Treasure Galleon Nuestra Senora de Covadonga,** 60 guns, by H.M.S. Centurion. Engraving.
Lent by Lord De Saumarez.

1043 **Commodore Anson's Expedition to the South Seas.** By MULLER.
Lent by Lord De Saumarez.

1044 **Bombardment of the Town of Payta.** By MULLER.
Lent by Lord De Saumarez.

1045 **The Boscawen, Captain George Walker, and Sheerness, Privateers, engaging a Fleet of French Ships from Martinique,** five of which were taken, one sunk, and two escaped, 1745. Engraving.
Lent by Vice-Admiral R. P. Cator.

1046 **Capture of the Marquis d'Antin and Louis Erasme,** two rich ships from the South Sea, by the Prince Frederick and Duke, privateers, 10th July, 1745. Engraving. *Lent by Vice-Admiral R. P. Cator.*

1047 **The Nuestra Senora de los Remedios,** a Spanish ship of 900 tons, very richly laden, captured by the Royal Family, privateers, off Cape St. Mary's, 5th February, 1746.
The Royal Family was the name familiarly given to a squadron of privateers named after the several members of the Royal Family, and commanded by "Commodore" George Walker. Engraving.
Lent by Vice-Admiral R. P. Cator.

1048 **La Gloire,** captured from the French, 1747. Engraving.
Lent by Mrs. Gosset.

1049 **The Glorioso in Port, in the act of taking out her guns.** She is in company with two French ships of the line, which were captured the same year (1747) by Admiral Lord Anson and Sir Peter Warren, K.B. Engraved by R. SHORT.
Lent by Vice-Admiral C. M. Buckle.

1050 **Men of War,** off the Custom House of London, 1739.
Lent by Messrs. L. & J. Parnell.

1051 **The privateer Prince Frederick,** engaging the Spanish 80-gun ship Glorioso off Cape St. Vincent, October 8th, 1748.
Lent by Vice-Admiral R. P. Cator.

1052 **The King George,** Commodore George Walker, disabled, and the other privateers in chase, with the appearance of H.M. Ship Russell at the time H.M. Ship Dartmouth was blown up in action with the Spanish ship Glorioso, October 9th, 1748.
Lent by Vice-Admiral R. P. Cator.

1053 **The Glorioso,** a Spanish ship of the line captured by H.M.S. Russell, Captain Matthew Buckle, on 9th October, 1747, off the coast of Portugal. This action commenced soon after midnight, and lasted until half-past six in the morning, when the Glorioso struck. Both ships were severely injured in the action, and neither had a boat fit to float at its conclusion. Both ships had to be hove down at Lisbon before they could proceed to England. Dated 1748. Engraved by
Lent by Vice-Admiral C. M. Buckle.

1054 **Ground Plan of Portsmouth Dockyard,** showing the Dockyard frontage, ships building, the dry docks, the harbour, with twelve French prizes, a sheer hulk, and the Victory on her beam ends in a squall.
Lent by C. W. Platt, Esq.

1055 **The Admiralty, Whitehall.** *Lent by Messrs. E & E. Emanuel.*

1056 **View of Plymouth Fort and Harbour, 1750.**
Lent by J. C. Blackett, Esq.

1057 **Woolwich Dockyard, 1753.** Engraving after THOMAS MILTON, Architect to the Admiralty. *Lent by Newton Coxsworthy, Esq.*

1058 **Sheerness Dockyard, 1754.** Engraving after T. MILTON,
Lent by Newton Coxsworthy, Esq.

1059 **Chatham Dockyard, 1754.** Engraving after T. MILTON.
Lent by Newton Coxsworthy, Esq.

1060 **Plymouth Dockyard, 1755.** Engraving after T. MILTON.
Lent by Newton Coxsworthy, Esq.

1061 **Deptford Dockyard, 1755.** Engraving after T. MILTON.
Lent by Newton Coxsworthy, Esq.

1063 **Portsmouth Dockyard, 1754.** Engraving after T. MILTON.
Lent by Newton Coxsworthy, Esq.

1064 **Action off Cape François,** between three English Ships, under the command of Commodore Arthur Forrest, and seven French Ships of war, 21 Oct., 1757. *Lent by Vice-Admiral R. P. Cator.*

1066 **Naval Review, Plymouth.** Squadron saluting His Majesty George III. on board the Southampton. Painted and Engraved by R. DODD, 1792.

This vessel was built in 1757, fought a successful action in 1812, and was wrecked in 1813. Said to have been the first genuine English Frigate.

Lent by Mark Robinson, Esq.

1067 **The Taking of Portobello by Admiral Vernon,** Nov. 22, 1757.

Lent by Robert Milliken, Esq.

1068 **Capture of the Bienfaisant** in Louisbourg Harbour, 26 July, 1758. Engraved by CANOT, after PATON.

Lent by Messrs E. & E. Emanuel.

1069 **Boats of the Fleet** of Admiral Boscawen burning the Prudent, and taking the Bienfaisant in Louisbourg Harbour, 26 July, 1758.

Lent by Commander W. G. H. Morgan, R.N.

1070 **Action between H.M.S. Buckingham and three French Frigates.** Engraved by *Lent by George S. Parkinson, Esq.*

1072 **Defeat of De la Clue's French Squadron by Admiral Boscawen,** August, 1759. Engraving after SWAINE.

Lent by Commander W. G. H. Morgan, R. N.

1073 **The defeat of the French Fleet under M. de la Clue,** by a Fleet of His Majesty's under command of The Right Hon. Edward Boscawen, Admiral of the Blue, off Cape Lagos, Portugal, August 18th, 1759. In this action five French ships were either captured or destroyed, the rest escaped and got into Cadiz. M. de le Clue died of his wounds. The picture represents Admiral Boscawen proceeding in his barge to the Newark, after his Flag ship the Namur Captain Matthew Buckle, had been disabled. Engraved after R. PATON.

Lent by Vice-Admiral Buckle.

1074 **The Action between H.M.S. Buckingham, 66, and three French ships, viz., the Florissant, 74, the Aigrette, 38, and the Atalante, 28, in the West Indies,** November 3rd, 1758. In this action the Florissant struck to the Buckingham, but owing to the disabled condition of the latter Captain Tyrrell was unable to take possession and the prize escaped with her consorts in the night. From the picture by RICHARD PATON, dated 1760. Engraved after RICHARD PATON. *Lent by Vice-Admiral M. Buckle.*

1075 **Defeat of the French Squadron,** commanded by Mons. de la Clue, by the Right Hon. Edward Boscawen. *Lent by Robert Milliken, Esq.*

1076 **Captain Tyrrell in the Buckingham, 66, defeating the Florissant, 78, Aigrette, 37, Atalante, 28,** 3rd November, 1758.

Lent by Frederick Challis, Esq.

1077 **Defeat of a French Squadron,** commanded by Monsieur de la Clue, off Cape Lagos on the 18th August, 1759, by the Fleet under the Right Hon. Edward Boscawen. *Lent by Frederick Challis, Esq.*

1078 **Action off the Isle of Man.** Captain Elliot of the Æolus took the Maréchal Belleisle, 28th February, 1760. Painted by

Lent by Frederick Challis, Esq.

1079 **Capture of the Island of Dominica in 1761,** by a combined naval and Military force under the command of Commodore Sir James Douglas and General Lord Rollo. Engraving.
Lent by Vice-Admiral R. P. Cator.

1080 **Capture of the Spanish Ships Phœnix and Thetis, 1762.** Engraving. *Lent by Vice-Admiral R. P. Cator.*

1081 **Landing of His Majesty's Forces on the Island of Cuba,** January, 1762. Engraving.
Lent by Vice-Admiral R. P. Cator.

1082 **Attack of the British fleet on the Moro Castle at Havana,** 1st July, 1762. The ships engaged are the Stirling Castle, Dragon, Cambridge, and Marlborough. Engraving.
Lent by Vice-Admiral R. P. Cator.

1083 **Storming the Breach of the Moro Castle of Havana,** July 30, 1762, H.M. Ship Alcide, and several flat boats manned and armed. Engraving. *Lent by Vice-Admiral R. P. Cator.*

1084 **Attack and Capture of the Castle and Batteries of Chorera,** Havana, by a squadron of H.M. Ships, under the command of Captain Knight, off the Belleisle, 11th June, 1762. Engraving.
Lent by Vice-Admiral R. P. Cator.

1086 **The Capture of Havana,** in June, 1762, by Sir George Pocock. Three Views. Engraving by MASON, after D. SERRES.
Lent by Capt. J. H. Lysaght, R.N.

1086A **Ditto.** Three Views. By CANOT, after SERRES.
Lent by Capt. J. H. Lysaght, R.N.

1086B **Ditto.** After SERRES. *Lent by Capt. J. H. Lysaght, R.N.*

1087 **Captain Sir James Barclay.** *Lent by R. J. Roddam, Esq.*

1088 **The Admiralty Office at Whitehall,** circa 1754.
Lent by Commander C. N. Robinson, R.N.

1089 **Captain Brabazon Christie.** *Lent by R. J. Roddam, Esq.*

1090 **Ship of War,** circa 1735.
Lent by Commander C. N. Robinson, R.N.

1091 **The British Fleet of 34 ships off Quebec;** landing of troops, plan of surrounding country, published in Paris, 1694.
Lent by Messrs. L. & J. Parnell.

1092 **Captain Brunton.** *Lent by R. J. Roddam, Esq.*

1093 **Action between H.M.S. Serapis,** Captain Pearson, and the U.S. Ship Bon Homme Richard, Captain Paul Jones, September 23rd, 1779. Engraving after PATON. *Lent by Messrs E. & E. Emanuel.*

1094 **Engagement between Captain Pearson, of the Serapis,** and Paul Jones, of the Bon Homme Richard and his squadron, September 23rd, 1779. Engraved by SERPINIÈRE AND FITTLER, after R. PATON.
Lent by R. M. Turnbull, Esq.

1095 **Engagement between the Quebec and the Surveillante.** The British ship is in flames, and burnt nearly to the water's edge; the crew are struggling in the water, and the ensign is still flying; while the French ship is dismasted and under a flag of truce.
Lent by Henry C. Pyall, Esq.

1096 **Action between H.M.S. Quebec and Surveillante.** Engraved by CALDWELL, after CARTER. *Lent by Messrs. E. & E. Emanuel.*

1097 **Distressed situation of the Quebec and Surveillante.** In commemoration of the glorious death of Capt. George Farmer, of the former, October 6th, 1779. Engraved by SERPINIÈRE and FITTLER, after R. PATON. *Lent by R. M. Turnbull, Esq.*

1098 **The Death of Captain James Cook,** 13th Feb., 1779. Engraved by JOHN WEBBER. *Lent by Wm. Adams, Esq., F.R.C.S.*

1099 **Engagement** between H.M.S. Quebec, of 32 guns, Captain George Farmer, and the French 40-gun Frigate Surveillante, off Brest, 6th October, 1779.
The Quebec, having recently been obliged to throw her guns overboard in a gale of wind, had been supplied at Portsmouth with such as they had in store, 9-pounders instead of 12-pounders, and was thus much below her proper strength when she engaged the more powerful frigate Surveillante. After a fierce engagement of nearly four hours duration, she caught fire and blew up, with the loss of Captain Farmer and the greater part of the ship's company. (See No. 1095.)
Lent by Major C. L. Atterbury Farmar.

1100 **Distressed State of H.M.S. Montagu,** under command of Capt. Houlton, when dismasted in the great hurricane of 1780, off St. Lucia. (See No. 369.) Engraved by Lieut. W. ELLIOTT.
Lent by Sir Victor Houlton, G.C.M.G.

1101 **The Action** between H.M.S. Flora, 36, and the French Frigate Nymphe, assisted by a cutter of 16 guns, resulting in the capture of the Nymphe, off Ushant, Aug. 10th, 1780. Engraving after ROBERT DODD. *Lent by Vice-Admiral C. M. Buckle.*

1102 **Defeat of the Spanish Fleet,** under Don Juan de Langara, by the British Fleet, under Sir G. B. Rodney, off Cape St. Vincent, 16th Jan., 1780. *Lent by Sir John Campbell Orde, Bart.*

1103 **H.M.S. Royal George and other vessels,** circa 1780.
Lent by Mrs. Gosset.

1104 **The Defeat of the Spanish Squadron,** by Sir G. B. Rodney, 16th January, 1780. Engraved by LERPINIERE, after PATON.
Lent by Commander W. G. H. Morgan, R.N.

1105 **Three views of different phases of the Battle of Cape St. Vincent.** Engraved by FITTLER, after BRENTON.
Lent by Commander W. G. H. Morgan, R.N.

1106 **View of Town and Harbour of Portsmouth.**

1107 **Greenwich Hospital.**

1108 **Royal Dockyard, Woolwich.** *Lent by Robert Milliken, Esq.*

1109 **Royal Dockyard, Deptford.** *Lent by Robert Milliken, Esq.*

1110 **Royal Dockyard, Chatham.** *Lent by Robert Milliken, Esq.*

1111 **Royal Dockyard, Plymouth.** *Lent by Robert Milliken, Esq.*

1112 **Royal Dockyard, Portsmouth.** *Lent by Robert Milliken, Esq.*

1113 **Royal Dockyard, Sheerness.** *Lent by Robert Milliken, Esq.*

1114 **Royal Dockyards,** Deptford, Woolwich, Chatham, and Plymouth. *Lent by Messrs. E. & E. Emanuel.*

1115 **H.M.S. Royal George,** 100 guns. *Lent by Robert Milliken, Esq.*

1117 **The Mediator** (Captain Luttrell) engaging 5 French and American Ships, of which two were captured. 1782. (See No. 4112.) Engraving after DODD. *Lent by Major-General Sir E. F. Du Cane, K.C.B.*

1118 **Engagement between Sir Samuel Hood and the Count de Grasse at St. Kitt's,** January, 1782. *Lent by J. C. Blackett, Esq.*

1119 **Fall of Lord Robert Manners, of the Resolution,** during Rodney's action with de Grasse, 1782. Lord Robert Manners, who was only twenty-five years of age, was fatally wounded, and died on his passage to England. Engraving on satin. *Lent by Samuel John Wilde, Esq.*

1120 **Capture of the French Frigate Amazone** by H.M. Frigate Santa Margarita, Captain Elliot Salter, 29th July, 1782. Painted and engraved by R. DODD. *Lent by Rev. T. T. Bazely.*

1121 **H.M.S. Santa Margarita abandoning her Prize at daybreak,** 30th July, 1782. Painted and engraved by ROBERT DODD.
From the distressed condition of the Amazone, her main and mizen masts coming over the side two hours after the action, the Santa Margarita took her in tow. After shifting 68 prisoners (officers and men), finding it impossible at daybreak to carry her off, the French fleet having chased the whole night and being almost up with them, Captain Salter cut her adrift. *Lent by Rev. T. T. Bazely.*

1122 **H.M.S. Monmouth,** of 64 guns, commanded by Captain James Alms, at the close of the action off Providien, 12th April, 1782. Engraving by PELTRO, after G. SERRES. *Lent by Captain Luckraft, R.N.*

1123 **Death of Captain Lord Robert Manners on board H.M. Ship Resolution,** during Rodney's action, 1782. By SHERWIN, after STOTHARD. *Lent by Commander Charles McLaughlin, R.N.*

1124 **H.M.S. Mediator putting to Flight three of five Enemy's Ships and Capturing two,** 12th December, 1782. By POLLARD, after SERRES. *Lent by Commander W. G. H. Morgan, R.N.*

1125 **Engagement between the English and French Fleets off Providien, in Ceylon,** 12th April, 1782. Engraving, by JOHN PELTRO, after SERRES. *Lent by G. M. P. Murray, Esq.*

1126 **Rodney's action off Dominica,** 12th April, 1782. The Formidable, followed by the Mamur and St. Albans passing through the French line. Photograph of an engraving by F. CHESHAM after R. DODD. *Lent by Professor J. K. Laughton, R.N.*

1127 **H.M.S. Victory,** under the command of a Vice-Admiral, sailing from Spithead, circa 1782. Painted and engraved by R. DODD, 1792. *Lent by Mark Robinson, Esq.*

1128 **Relief of Gibraltar by Lord Howe,** in 1782. *Lent by Rev. S. M. Mayhew.*

1129 **Parker's action with Zoutman on the Dogger Bank, 1781.** China Plaque. *Lent by Messrs. Frank Giles & Co.*

1130 **Action on the Dogger Bank,** August 5th, 1781. Engraving by R. POLLARD, after Serres. *Lent by G. M. P. Murray, Esq.*

1131 **Captain Sir James Collins.** *Lent by R. J. Roddam, Esq.*

1132 **The Wreck of the frigate Guardian,** Dec. 23rd, 1789. China plague. *Lent by Messrs. Frank Giles & Co.*

1133 **Mutiny of the Bounty;** the mutineers turning Lieut. Bligh and part of the officers and men adrift, 28th April, 1789. Engraving after R. DODD. *Lent by Lord de Saumarez.*

1134 **Photograph** of a page of the Parish Register of Nevis, West Indies, containing the entry of Nelson's marriage. *Lent by Mrs. H. Reid.*

1135 **Naval Uniform,** circa 1850. *Lent by Messrs. J. Gieve & Sons.*

1136 **Naval Uniform,** circa 1830. *Lent by Messrs. J. Gieve & Sons.*

1137 **Naval Uniform,** circa 1830. *Lent by Messrs. J. Gieve & Sons.*

1138 **Naval Uniform and Accoutrements,** circa 1830. *Lent by Messrs. J. Gieve & Sons.*

1139 **Naval Uniform,** circa 1830. *Lent by Messrs. J. Gieve & Sons.*

1140 **Naval Uniform,** circa 1830. *Lent by Messrs. J. Gieve & Sons.*

1141 **Naval Uniform,** circa 1830. *Lent by Messrs. J. Gieve & Sons.*

1142 **Order of Sailing** of the Squadron under Admiral Sir Geo. Pocock, K.B. *Lent by Vice-Admiral R. P. Cator.*

1144 **Mutiny of the Bounty.** *Lent by Major R. D. Gibney.*

1145 **English Frigate and West Indiamen.** *Lent by W. H. Overend, Esq.*

1146 **East Indiaman,** outward bound. By MORRESON after DODD. *Lent by W. H. Overend, Esq.*

1147 **Presentation of Sword** to Mr. Nesham, midshipman R.N., at the Hotel de Ville, Paris, January, 1790. *Lent by Captain T. Nesham, R.N.*

1148 **Four Sea Pieces.** After VAN DE VELDE. *Lent by B. W. Warhurst, Esq.*

1149 **Death of Captain James Cook.** *Lent by W. Slaughter, Esq.*

1150 **Battle of Copenhagen.** By WELLS, finished by CHESHAM after Lieutenant W. RAMAGE. *Lent by Major-General C. P. S. Green.*

1151 **H.M.S. London off Plymouth Sound.** *Lent by Commander C. N. Robinson, R.N.*

1152 **H.M.S. Marlborough off Beachy Head, 1781.** *Lent by Commander C. N. Robinson, R.N.*

1153 **H.M.S. Victory in the Downs, 1781.** *Lent by Commander C. N. Robinson, R.N.*

1154 **H.M.S. Phœnix off Lisbon, 1781.** *Lent by Commander C. N. Robinson, R.N.*

1155 **H.M.S. Alarm off Gibraltar, 1781.** *Lent by Commander C. N. Robinson, R.N.*

1156 **Sailing Ships of 1840.** *Lent by Commander C. N. Robinson, R.N.*

1157 **Napier's Victory off Cape St. Vincent,** 1833 Three views.
Lent by Commander C. N. Robinson, R.N.

1158 **Section of H.M.S. Marlborough.** After C. L. PICKERING.
The original drawing by the artist may be seen in the Seppings Gallery, No. 4481.
Lent by Admiral H.R.H. The Duke of Edinburgh, K.G.

1160 **Types of the British Navy.**
Lent by the Proprietors of the Illustrated London News.

1161 **Types of the British Navy.**
Lent by the Proprietors of the Illustrated London News.

1162 **Bombardment of Alexandria.**
Lent by the Proprietors of the Illustrated London News.

1163 **The Charon, of 44 guns,** on the North American Station, shortening sail in a gale. Drawn by her Captain, The HON. JOHN SUTTRELL. Signed and dated, 1780. *Lent by Messrs. L. & J. Parnell.*

1164 **Youthful Intrepidity.** Young Nelson's attack of a bear.
Lent by Messrs. L. & J. Parnell.

1165 **Lord Rodney and some of his Captains.**

1. **Sir J. Lockhart Ross.** After REYNOLDS.
2. **Captain J. Holloway.** After COOK.
3. **Captain P. Affleck.** After PENNY.
4. **Captain C. Cotton.** After a miniature.
5. **Captain J. Macbride.** After SMART.
6. **Captain H. C. Christian.** After NORTHCOTE.
7. **Sir Hyde Parker, senr.** After NORTHCOTE.
8. **Lord Rodney.** After a family portrait.
9. **Sir S. (Lord) Hood.** After HICKEL.
10. **Captain C. Saxton.** After NORTHCOTE.
11. **The Hon. W. Cornwallis.** After D. GARDNER.
12. **Sir R. Bickerton, junr.** After MAYNARD.
13. **Captain J. Knight.** After SMART.
14. **Captain B. Caldwell.** By RIDLEY.
15. **Lord Gardner, senr.** After a family portrait.

Lent by W. Laird Clowes, Esq.

1166 **Toulon and forts,** with British fleet. Four Coloured engravings after CAPT. KNIGHT, R.N. *Lent by Messrs. E. & E. Emanuel.*

1167 **The capture of the Cléopâtre** by H.M.S. Nymphe, 1793. China Plaque. *Lent by Messrs. Frank Giles & Co.*

1168 **Critical situation of the Juno,** Capt. Samuel Hood, in Toulon roads, January 11th, 1794. This vessel stood right into the harbour believing that Toulon was still in British occupation, but discovering the situation in time, made sail and escaped, despite a heavy fire from the batteries. Print. *Lent by Miss A. Webley Parry.*

1169 **Commencement of the battle of the 1st June, 1794.** By MEDLAND, after CLEVELEY. *Lent by Admiral Sir A. W. A. Hood, G.C.B.*

1170 **End of the battle of the 1st June, 1794.** Print.
Lent by Admiral Sir A. W. A. Hood, G.C.B.

1171 **Medallion portraits,** "The Heroes of the Seas." Print.
Lent by Admiral Sir A. W. A. Hood, G.C.B.

1172 **H.M.S. Brunswick,** 74, Capt. John Harvey, and the French ship Vengeur, 74, Capt. Renaudin, after the action of the 1st June, 1794. Engraving after POCOCK. *Lent by T. Richardson, Esq.*

1173 **Engagement between H.M.S. Brunswick,** Captain John Harvey, and the French ships Vengeur and Achille, June 1st, 1794. Engraving after POCOCK. *Lent by Thomas Richardson, Esq.*

1174 **H.M.S. Defence,** 1st June, 1794. Engraved by DODD.
Lent by Messrs. E. & E. Emanuel.

1175 **Lord Howe on board H.M. Ship Queen Charlotte,** 1st June, 1794. Engraved by ORME. *Lent by B. P. S. MacDermott, Esq., M.D., R.N.*

1176 **Captain John Harvey of the Brunswick,** 1794. Photo.
Lent by Miss Wood.

1177 **Engagement of the Brunswick** with French ships Achilles and Vengeur. Two Photographs. *Lent by Miss Wood.*

1178 **Earl Howe's Victory over the French,** on June 1st, 1794. Mezzotint (1794) by R. POLLARD and J. WELLS, after LUNY.
Lent by Rev. H. B. Vale.

1179 **The Battle of 1st June, 1794,** Morning. Engraving after ROBERT CLEVELEY. *Lent by the Brethren of the Trinity House, Hull.*

1180 **The Battle of 1st June, 1794,** Evening. Engraving after ROBERT CLEVELEY. *Lent by the Brethren of the Trinity House, Hull.*

1181 **The Wreck of H.M.S. Cambrian.** *Lent by Lady Robert Smart.*

1182 **H.M.S. Queen Charlotte,** 1st June, 1794. Print.
Lent by Sir G. E. Hamond-Græme, Bart.

1184 **Battle of the 1st June, 1794.** Print.
Lent by Commander W. G. L. Morgan, R.N.

1185 **The Morning of 1st June, 1794.** Engraving by R. T. POUNCY after ROBERT CLEVELEY. *Lent by Thomas Richardson, Esq.*

1186 **The Evening of the glorious 1st of June, 1794.** Engraved by T. MEDLAND after R. CLEVELEY. *Lent by Thomas Richardson, Esq.*

1188 **Lord Howe's Victory on the glorious first of June, 1794.** Published by CHEV. DE MECHEL, 1799. *Lent by S. B. Blewett, Esq.*

1189 **The situation after the Action of the 1st June, 1794.** Engraved by *Lent by Admiral George Parker.*

1190 **Companion Pictures. Two French Ships of the Line,** captured on 1st June, 1794, as they appeared after having been brought into Portsmouth harbour. Painted by LIVESAY.
These vessels are the Impétueux and the Northumberland.
Lent by Captain Armstrong.

1190A **French Prizes,** 1794. L'Achille, Pomone, and Modeste.
Lent by Captain Armstrong.

1191 **Commemoration of the Victory of June 1st, MDCCXCIV.** After R. SMIRKE, R.A., figures engraved by F. BARTOLOZZI, R.A., landscape and water engraved by LANDSEER, portraits of Admirals engraved by RYDER, portraits of Captains by STOW, 1803.
Lent by Paul Vacani.

1192 **Action of the glorious 1st June, 1794.** Two Views. Engraved after CLEVELEY. *Lent by Messrs. E. & E. Emanuel.*

1193 **H.M.S. Brunswick on the 1st June, 1794,** under Captain John Harvey, after breaking the enemy's line as second astern to Admiral Earl Howe, while engaging Le Vengeur with her starboard guns, wholly destroying L'Achille, which attempted to board on the port-quarter. Engraved by R. POLLARD after N. POCOCK. *Lent by Rev. R. Elwyn.*

1194 **Battle of St. Vincent.** Three Views. By FITTLER, after BRENTON.
Lent by Rev. E. S. Carpenter.

1195 **Earl Howe's Victory,** June 1st, 1794. Engraving by D. ORME, after M. BROWN. *Lent by Miss B. N. Melladew.*

1196 **Bringing into Spithead French Ships,** captured on 1st June, 1794. Engraved by POLLARD, after LUNY.
Lent by Messrs E. & E. Emanuel.

1197 **Sinking of the Vengeur,** 1st June, 1794. The Brunswick towing a crippled ship out of action. Photo. *Lent by Miss Wood.*

1198 **Action between a Squadron of Frigates** under Sir T. B. Warren, and four French vessels, on St. George's Day, April 23rd, 1794.
The British ships were the Flora, 36, Arethusa, 38, Melampus, 36, Concorde, 36, and Nymphe, 36; but the last was unable to get into action. The French ships were the Engageante, 36, Pomone, 44, Résolue, 36, and Babet, 20. The Pomone, Engageante, and Babet were taken. *Lent by Admiral George Parker.*

1199 **H. M. Ship Dædalus,** Captain Sir Charles Henry Knowles, Bart., passing round Ice Islands in the Atlantic, 24th June, 1794. Engraving.
Lent by Rear-Admiral C. G. F. Knowles.

1200 **H.M.S. Monarch, 1795.** Coloured Print.
Lent by Messsrs. Gieve & Co.

1201 **Death of Captain Faulknor.** Engraving.
In the engagement between H.M. Ship Blanche and the French frigate Pique, the ships fell foul of each other; the brave Captain Faulknor was in the act of lashing the Pique's bowsprit to the Blanche's capstan, when he fell, shot through the heart. 5th Jan., 1795.
Lent by Vice-Admiral R. P. Cator.

1202 **Action between H.M.S. Blanche and La Pique,** 5th Jan. 1795. Coloured print. *Lent by Messrs. E. & E. Emanuel.*

1203 **H.M. Ships Thetis and Hussar in Action** with five French ships of war, near Cape Henry, June 17, 1795. Engraving after POCOCK.
Lent by Thomas Richardson, Esq.

1204 **Capture** of the French Frigate Tribune, Commodore J. Moulston, by H.M.S. Unicorn, Capt. T. Williams, 8th June, 1796. Engraving after POCOCK. *Lent by T. Richardson, Esq.*

1205 **Victory of the British Fleet,** under Sir John Jervis, K.B., over the Fleet of Spain, off Cape St. Vincent, on 14th Feb., 1797. Engraved by N. LIVESAY. *Lent by Capt. Armstrong.*

1206 **Nelson on Board the San Josef,** after battle of St. Vincent, 1797 (The frame is made of timber of the San Josef.) A detachment of the 69th, now 2nd Battalion Welsh Regiment, acted as marines on board the Captain.

Nelson writing of the capture says :—"The soldiers of the 69th Regiment, with an alacrity which will ever do them credit, and Lieut. Pierson of the same Regiment, were amongst the foremost in the service." Engraving. *Lent by the Officers of the 2nd Batt. Welsh Regiment.*

1207 **Three Prints** representing the phases of action off Cape St. Vincent. *Lent by the Rev. Edward Stanley Carpenter.*

1208 **Action off Cape St. Vincent,** 14th Feb., 1797. Print after CLEVELEY. *Lent by Messrs. E. & E. Emanuel.*

1209 **Battle off Cape St. Vincent,** 14th Feb., 1797. Coloured Engraving by J. W. EDY, after ROBERT CLEVELEY. *Lent by Lieut. Gerald R. Maltby, R.N.*

1210 **Commodore Nelson Boarding two Spanish Ships and receiving the Spanish Admiral's Sword on board the San Josef,** 14th Feb., 1797. Engraved by D. ORME, after ORME. *Lent by Miss B. N. Melladew.*

1211 **The Battle off St. Vincent,** 14th February, 1797. By TITTLER, after Lieut. BRENTON, R.N. *Lent by Messrs. Frank Giles & Co.*

1212 **Earl St. Vincent's Victory** over the Spaniards off Cape St. Vincent, February 14th, 1797. Portraits of 21 Commanders. Engraved by PARKER, 1803. Portraits by WORTHINGTON. *Lent by R. M. Turnbull, Esq.*

1213 **St. Fiorenzo, and Nymphe, and French Ships** off Brest, 1797. Engraved by *Lent by F. H. Crozier, Esq.*

1214 **Battle of the Nile.** After CAPTAIN WEIR, R.M., of H.M.S. Audacious, by THOS. HELLYER, published 1800. *Lent by Capt. H. T. Boger, R.N.*

1215 **Capture of La Resistance and Constance,** French Frigates, by H.M.S. Fiorenzo, Capt. Sir Harry Neale, and Nymphe, Capt. John Cooke, March 9th, 1767. Engraving after POCOCK. *Lent by T. Richardson, Esq.*

1216 **The death of Captain Alexander Hood** of the Mars, at the capture of the Hercule, 20th April, 1797. *Lent by Admiral Sir Arthur W. A. Hood, G.C.B.*

1217 **View of the situation of the British and French Squadrons** at the commencement of the Action on the morning of 22nd June, 1795. Painter, LIVESAY. *Lent by Captain Armstrong.*

1218 **The taking of La Tamise, 32,** French Frigate, by H.M.S. Santa Margarita, 36, off Ireland, June 7th, 1796. *Lent by T. Richardson, Esq.*

1219 **The Seat of Admiral Lord Nelson.** *Lent by General Viscount Bridport, K.C.B.*

1220 **Battle of Camperdown,** 11th October, 1797. Engraved by THOS. HELLYER.
Lent by G. Burnham, Quartermaster Sergeant, 24th Middlesex R.V.

1221 **Battle of Camperdown.** Engraving after WHITCOMBE.
Lent by Messrs. E. and E. Emanuel.

1222 **Battle of Camperdown.** Engraved by WARD, after COPLEY.
Lent by Messrs. E. and E. Emanuel.

1223 **Battle of Camperdown.** Engraved by FITTLER, after LOUTHERBOURG.
Lent by Sir J. Campbell-Orde, Bart.

1224 **Battle of Camperdown.** Engraved by FITTLER after LOUTHERBOURG.
Lent by Sir J. Campbell-Orde, Bart.

1225 **Admiral Duncan's Victory,** Oct. 11th, 1797; Admiral de Winter delivering up his sword on board the Venerable. Engraving by D. ORME, after ORME.
Lent by Miss B. N. Melladew.

1226 **Viscount Duncan's victory over the Dutch off Camperdown,** Oct. 11th, 1797. Portraits of 18 Commanders. Engraved by PARKER, 1803, portraits by NOBLE.
Lent by R. M. Turnbull, Esq.

1227 **Lord Duncan's victory over the Dutch fleet off Camperdown** on 11th Oct., 1797. Print.
Lent by Messrs. Frank Giles & Co.

1228 **Indefatigable and Amazon attacking the French ship Les Droits de l'Homme.** By DUNCAN, after HIGGINS.
Lent by Messrs. Frank Giles & Co.

1229 **Battle of Camperdown.** Coloured engraving by J. W. EDY, after ROBERT CLEVELEY.
Lent by Lieut. Gerald R. Maltby, R.N.

1230 **Admiral Duncan receiving the sword of Admiral de Winter, at the battle of Camperdown.** By DANIEL, after SINGLETON.
Lent by Vice-Admiral R. P. Cator.

1231 **In commemoration of the battle of Cape St. Vincent;** with portraits of the Captains engaged. Engraving by J. PARKER & WORTHINGTON; after R. SMIRKE, R.A.
Lent by Lieut. Gerald R. Maltby, R.N.

1232 **In commemoration of the Battle of Camperdown;** with portraits of the Captains engaged. Engraving by J. PARKER, after R. SMIRKE; the portraits by GEORGE NOBLE, after JOHN SMART.
Lent by Lieut. Gerald R. Maltby, R.N.

1233 **H. M. Ships San Fiorenzo and Amelia;** Engagement with 3 French Frigates and a gun vessel aided by a battery on the island of Hoedic, April 9th, 1799. Engraving after POCOCK.
Lent by Thomas Richardson, Esq.

1234 **San Fiorenzo and Amelia and French fleet, 1799.** Engraved by
Lent by F. H. Crozier, Esq.

1235 **Action between H.M.S. Mars and L'Hercule** on night of 21st April, 1798. Engraving after POCOCK.
Lent by Messrs. E. & E. Emanuel.

1236 **Engagement between H.M.S. Mars,** Captain Alexander Hood, and the French ship Hercule, off Brest, 21st April, 1798. Engraving.
Lent by the Very Rev. the Dean of Peterborough.

1237 **Action, H.M.S. Mars,** Capt. A. Hood, and French ship Hercule, 21st April, 1798. Engraving by G. HILLIER.
Lent by J. W. Gullick, Esq.

1238 **Battle of the Nile.** Blowing up of the French ship L'Orient. Print.
Lent by Colonel E. H. B. Lysons.

1239 **Approach of the British squadron to the attack of the French,** at the Nile. August 1st, 1798. Engraving after POCOCK.
Lent by T. Richardson, Esq.

1240 **Battle of the Nile,** 9.30 p.m., 1st August, 1798. L'Orient on fire. Engraved by *Lent by Admiral George Parker.*

1241 **Commencement of Battle of the Nile.** The British fleet going into action on the evening of 1st August, 1798. Coloured engraving by POLLOCK, after N. POCOCK. *Lent by Admiral George Parker.*

1242 **Battle of the Nile.** Quarter-deck of Vanguard—Lord Nelson, with his head bandaged after his wound, coming on deck to witness burning of L'Orient. Engraving after D'ORME AND COOPER.
Lent by Lord de Saumarez.

1243 **The Battle of the Nile.** Evening of the 1st August, 1798. Engraving after POCOCK. *Lent by T. Richardson, Esq.*

1244 **The French Corvette Bayonnaise capturing the British Frigate Ambuscade.** Print. *Lent by Commander W. G. H. Morgan, R.N.*

1245 **The Vanguard at the Nile.** Lord Nelson in the foreground, with Sir Francis Collier as a boy by his side. Coloured Print.
Lent by Mrs. Carr Glyn.

1246 **Battle of the Nile,** 1st August, 1798. Four engravings published by ALEX. RILEY (1800). *Lent by Captain Dalrymple Strachan.*

1247 Ditto.

1248 Ditto.

1249 Ditto.

1252 **Battle of the Nile, Sunset, August 1st, 1798.**

1253 **Ditto** Ten o'clock at night.

1254 **Ditto** Midnight.

1255 **Ditto** Morning of August 2nd, 1798.
Lent by J. G. Foxton, Esq.

1256 **Commencement of the Battle of the Nile.** By T. HILLIER, after CAPTAIN WEIR, R.M. *Lent by Admiral Sir A. W. A. Hood, G.C.B.*

1257 **Middle of the Battle of the Nile.** By T. HILLIER, after CAPTAIN WEIR, R.N. *Lent by Admiral Sir A. W. A. Hood, G.C.B.*

1258 **End of the Battle of the Nile.** By T. HILLIER, after CAPTAIN WEIR, R.N. *Lent by Admiral Sir A. W. A. Hood, G.C.B.*

1259 **Five Engravings of the Battle of the Nile.**
Lent by the Rev. Edward Stanley Carpenter.

1260 **An exact representation of the English and French Fleets,** under the command of Rear-Admiral Sir Horatio Nelson, K.B., and Admiral Brueys, off the mouth of the Nile, on the 1st of August, 1798. Coloured broadside, published 18th October, 1798.
Lent by W. Rutley, Esq.

1261 Battle of the Nile, *a* Sunset. Engraved by R. DODD.
,, ,, *b* Midnight.
,, ,, *c* Morning. *Lent by W. Baugh, Esq.*

1262 **Death of Captain Alexander Hood.** Engraved by
Lent by W. M. Power, Esq.

1263 **The Battle of the Nile.** Engraved by THOS. HELLYER.
From a drawing taken on the spot by Captain James Weir of the Royal Marines, H.M.S. Audacious; showing the situation of the French and British Squadrons, on the night of the 1st August, 1798, prior to L'Orient blowing up.
Lent by G. Burnham, Quartermaster-Sergeant, 24th Middlesex R.V.

1264 **Battle of the Nile.** Coloured Engraving. (See No. 1214.)
Lent by Captain H. T. Boger, R.N.

1265 **Battle of the Nile; Sunset.** Coloured Engraving, Painted and Engraved by R. DODD.
Lent by Lieutenant Gerald R. Maltby, R.N.

1266 **Battle of the Nile,** 1st August, 1798. Engraving (1799.)
Lent by J. C. Mundell.

1267 **Battle of the Nile.** Coloured Engraving. (See No. 1214.)
Lent by Captain H. T. Boger, R.N.

1269 **H.M. Sloops Fairy,** Commander J. S. Horton, and **Harpy,** Commander Henry Bazely, engaging the French frigate Pallas, mounting of 44 guns, 6th February, 1800. Engraved by F. CHESHAM, after W. ANDERSON. *Lent by Rev. T. T. Bazely.*

1270 **The French frigate Pallas making sail from H.M. Sloops, Fairy and Harpy** after an action of two hours, 6th Feb., 1800. Engraved by FRANCIS CHESHAM, after W. ANDERSON.
Lent by Rev. T. T. Bazely.

1271 **One volunteer worth three pressed men;** an incident of the life of Lord Nelson. Engraving. *Lent by Miss Foster.*

1272 **The French 80-gun ship Guillaume Tell on the morning of March 31st, 1800.** Engraving after POCOCK.
Lent by Thomas Richardson, Esq.

1273 **Here a Sheer Hulk.** Print. *Lent by Mrs. Gosset.*

1274 **The Passage of the Sound, 1801.** Engraving.
Lent by Vice-Admiral R. P. Cator.

1275 **The Battle of Copenhagen, 2nd April, 1801.** Engraving.
Lent by Vice-Admiral R. P. Cator.

1276 **Battle of Copenhagen, 2nd April, 1801.** Coloured print.
Lent by Admiral Sir Erasmus Ommanney, Kt.

1277 **Plan of the Battle of Copenhagen,** with medallion portrait of Nelson. Print. *Lent by Admiral Sir A. W. A. Hood, G.C.B.*

1278 **Battle of Copenhagen, 1801.** Print after WHITCOMBE.
Lent by Major-Gen. Sir Hy. Greene, K.C.S.I., C.B.

1279 **Capture of the Spanish frigate Gamo** by H.M. Ship Speedy, Commander Lord Cochrane, May 6th, 1801. Engraving after POCOCK.
Lent by Thomas Richardson, Esq.

1280 **Night action in the Straits of Gibraltar, 1801.** Burning of two Spanish three-deckers.

1281 **Unsuccessful attack of the British squadron** under Sir James Saumarez on the French squadron under Admiral Linois, protected by the Spanish batteries at Algesiras, 6th July, 1801.

1282 **Unsuccessful attack of British squadron** under Sir James Saumarez, on French squadron under Admiral Linois, protected by Spanish batteries. Two Prints.
From drawings by Captain, afterwards Vice-Admiral, Sir Jahleel Brenton, R.N. *Lent by Lord De Saumarez.*

1283 **Capture of La Chevrette in Camaret Bay,** 21st July, 1801.
Lent by Comr. Chas. McLaughlin, R.N.

1284 **The most signal victories** obtained in the different months of the year over the maritime forces of France, Spain, and the United Provinces during the 16th, 17th and 18th centuries, illustrated by signs of the Zodiac :—
Aquarius... 8 Jan., 1780...Lord Rodney, near St. Vincent.
Pisces .....14 Feb., 1797...Lord St. Vincent, near Cape St. Vincent.
Aries .....14 Mch., 1795...Lord Hotham, off Genoa.
Taurus ...12 Apl., 1782...Lord Rodney, West Indies.
Gemini ...19 May, 1692...Sir Geo. Rooke, La Hogue.
Cancer..... 1 June, 1794...Earl Howe, off Ushant.
Print. Published 1st Jan., 1801, by A. C. de Poggi.
Lent by Colonel Horace Montagu.

1285 **British squadron refitting in Gibraltar dockyard.** Print.
Lent by Lord de Saumarez.

1286 **British squadron pursuing the combined French and Spanish squadrons** (1801). After CAPTAIN BRENTON.
Lent by Lord de Saumarez.

1287 **A Broad-sheet entitled Peace.** The result of our naval victories, or the triumphs of the British Navy from the commencement of the war to the signing of the Preliminaries, October 1st, 1801.
Lent by William H. Patterson, Esq.

1288 **Capture of El Gamo by H.M.S. Speedy,** Capt. Lord Cochrane, May 6th, 1801. *Lent by M. F. Moresby, Esq., R.N.*

1289 **The meeting between Admiral Buckner and Parker,** the ringleader of the mutiny at the Nore.
Lent by Staff-Comr. J. A. G. Buckner, R.N.

1290 **H.M. Ships Nymph and St. Fiorenzo.** *Lent by R. H. Crozier, Esq.*

1291 **H.M.S. St. Fiorenzo's engagement** with French frigates, and a gun-vessel assisted by land battery. *Lent by R. H. Crozier, Esq.*

1292 **The Commemoration of St. Vincent.** By WORTHINGTON.
Lent by Lieutenant G. R. Maltby, R.N.

1293 Victors of the Nile. By BROMLEY and LANDSEER after R. SMIRKE.
Lent by Paul Vacani.

1295 Commemoration of Battle of Camperdown. By G. NOBLE after J. SMART. *Lent by Lieutenant G. R. Maltby, R.N.*

1296 British Admirals. *Lent by Admiral Sir A. W. A. Hood, G.C.B.*

1297 Commemoration of the Victory of Cape St. Vincent. By PARKER and WORTHINGTON after SMIRKE.
Lent by R. M. Turnbull, Esq.

1298 Lord Nelson and some of his Captains.

1. Sir T. B. Thompson. After ENGLEHEART.
2. Sir E. Berry. After ORME.
3. Captain G. Duff. After GEROFF.
4. Sir T. Troubridge. After S. DRUMMOND
5. Sir S. Hood. By RIDLEY.
6. Sir T. Louis. After FREESE.
7. Lord Collingwood. After BOWYER.
8. Lord Nelson. After ABBOT.
9. Lord Northesk. By RIDLEY.
10. Captain R. Bowen. By H. R. COOK.
11. Captain G. Murray. By H. R. COOK.
12. Hon. C. Boyle. By BLOOD.
13. Captain J. Cooke. By FITTLER.
14. Sir J. Saumarez. After JEAN.
15. Captain T. Bertie. After LEA.

Lent by W. Laird Clowes, Esq.

1299 Lord Howe and some of his Captains.

1. Sir J. Orde. After ROMNEY.
2. Captain C. E. Nugent. After COSWAY.
3. Sir T. Pasley. After J. F. ABBOT.
4. Sir E. Gower. After LIVERSAY.
5. Captain J. C. Allen. After NORTHCOTE, R.A.
6. Sir John Colpoys. After MATHER BROWN.
7. Sir R. Curtis. After
8. Lord Howe. By RIDLEY.
9. Captain A. (Lord) Duncan. After J. S. COPLEY, R.A.
10. Lord Keith. After J. HOPPNER, R.A.
11. Captain J. Harvey. After STUART.
12. Sir J. T. Duckworth. After BOWYER.
13. Sir C. M. Pole. After JAMES NORTHCOTE, R A.
14. Captain T. Mackenzie. After BOWYER.
15. Captain W. Domett. After BOWYER.

Lent by W. Laird Clowes, Esq.

1300 **British Naval Victors.** (1799.)
Lent by Messrs. E. & E. Emanuel.

1301 **Battle of the Nile.** The attack at sunset. By R. DODD.
Lent by H.I.M. The German Emperor.

1302 **Battle of the Nile.** 10 p.m. By R. DODD.
Lent by H.I.M. The German Emperor.

1303 **Battle of the Nile.** Midnight. By R. DODD.
Lent by H.I.M. The German Emperor.

1304 **Battle of the Nile.** The Ensuing morning. By R. DODD.
Lent by H.I.M. The German Emperor.

1305 **Lord Nelson.** Profile in crayons, idealised from a plaster cast taken after death. By DANIEL MACDONALD.
Lent by Inspector-General of Hospitals John D. Macdonald, R.N.

1306 **Engraving dated 1802.** Medallion of Nelson in centre, surrounded by portraits of 26 line-of-battle ships, with four battle scenes at the bottom, viz., Battle off Genoa, Battle off Cape St. Vincent, Battle of the Nile, and Battle of Copenhagen. *Lent by Henry Barwell, Esq.*

1307 **Sketch of the Battle of the Nile,** drawn by Lord Nelson with his left hand, February 18th, 1803.
Lent by Captain M. F. Morton Herbert.

1308 **The Perilous situation of H.M.S. Lady Hobart** after she had struck upon an island of ice in the Atlantic Ocean, June 28, 1803. Engraving after POCOCK. *Lent by T. Richardson, Esq.*

1309 **Copy of Extracts from Commodore Dance's official letter,** describing the action; dated 6th August, 1804. *Lent by John Hockin, Esq.*

1310 **Going into Action.** Drawn by W. C. SYMONS.
Lent by Messrs. Cassell & Co., Limited.

1311 **Death of Lord Nelson.** Frame made out of wood of H.M.S. Victory. *Lent by E. J. Brewer, Esq.*

1312 **Plan of the Battle of Trafalgar,** with extracts from London Gazette Extraordinary of Nov. 30th, 1805. Coloured engraving. Published by JOHN FAIRBURN. *Lent by R. M. Turnbull, Esq.*

1313 **The Battle of Trafalgar.** Crayon drawing, probably by an officer who was present. *Lent by Major General W. D. Thompson, C.B.*

1314 **The Battle of Trafalgar.** Crayon drawing, probably by an officer who was present. *Lent by Major General W. D. Thompson, C.B.*

1315 **Plan of the attack by Lord Nelson** on the combined fleet, Oct. 21, 1805. Coloured Broadside. Published November, 1805.
Lent by W. Rutley, Esq.

1316 **Lord Nelson's Funeral Procession.** Five Coloured Engravings (1806). *Lent by Mrs. William Tupper.*

1317 **Sketch of the Victory's Fore Topsail,** drawn at Chatham, on the return of the ship after the Battle of Trafalgar.
Lent by Samuel Willcocks, Esq.

1318 **Plan of Attack by Lord Nelson on Combined Fleet,** Oct. 21st, 1805. Coloured Print, by R. DODD. *Lent by Baron de Barreto.*

1319 **Quarter-deck of H.M.S. Victory,** Oct. 21, 1805. Coloured Print. *Lent by Messrs. E. & E. Emanuel.*

1320 **H.M.S. Victory** under sail from Portsmouth with the corpse of the immortal Nelson. Engraving. *Lent by Captain Luckraft, R.N.*

1321 **The Battle of Trafalgar.** Two Coloured Prints, after SERRES. *Lent by Messrs. E. & E. Emanuel.*

1322 **The Battle of Trafalgar.** Coloured Engraving. *Lent by Mrs. Norwich Duff.*

1323 **Frame containing ten plates,** illustrative of incidents in Nelson's career. *Lent by W. M. Power, Esq.*

1324 **Victory of Trafalgar in the Rear.** Painted and Engraved by R. DODD. *Lent by B. P. S. MacDermott, Esq., M.D., R.N.*

1325 **Victory of Trafalgar in the Van.** Painted and Engraved by R. DODD. *Lent by B. P. S. MacDermott, Esq., M.D., R.N.*

1326 **Battle of Trafalgar, Rear-Division.** Painted and Engraved by R. DODD. *Lent by B. P. S. MacDermott, Esq., M.D., R.N.*

1327 **Battle of Trafalgar, Van Division.** Painted and Engraved by R. DODD. *Lent by B. P. S. MacDermott, Esq., M.D., R.N.*

1328 **Funeral Procession of Lord Nelson up the Thames,** with names of all the officers in the various barges. Coloured Engraving by J. T. SMITH. *Lent by Robert Milliken, Esq.*

1329 **Attack on the Fort at Muros,** 4th June, 1805, by H.M.S. Loire, Captain F. L. Maitland. Print. *Lent by Colonel Crichton Maitland,*

1331 **Lord Nelson Lying in State at Greenwich Hospital.**

1332 **Bringing up Lord Nelson's Body by River.**

1333 **Procession Outside St. Paul's.**

1334 **Funeral Ceremony Inside St. Paul's.** After PUGIN. *Lent by Percy John Burr, Esq.*

1335 **Funeral Procession of Lord Nelson up the Thames.** By CLARKE and MERKE, after TURNER. *Lent by Robert Milliken, Esq.*

1336 **Death of Lord Nelson.** After B. WEST, R.A. *Lent by Edgar Goble, Esq.*

1337 **The Battle of Trafalgar.** Coloured Engraving by J. HALL, after J. T. SERRES. *Lent by Messrs. Stilwell & Sons.*

1338 **Vice-Admiral Lord Nelson** falling into the arms of Captain Hardy, on the quarter-deck of H.M.S. Victory, Oct. 21, 1805. With Key. Engraving after W. M. CRAIG. *Lent by W. Baugh, Esq.*

1339 **Britain's Last Tribute of Gratitude to her Departed Hero;** exhibiting the order observed in the Funeral Procession of the late Vice-Admiral Horatio Viscount Nelson, from the Admiralty to St. Paul's Cathedral, on Thursday, 9th January, 1806. Coloured Print, published by JOHN WALLIS, Junr. *Lent by Mrs. Wise.*

1340 **Action** between the French Frigate Minerve, Capt. Joseph Collet, and H.M.S. Pallas, Capt. Lord Cochrane, 14th May, 1806. The Minerve would probably have been captured had not the French Admiral sent two other frigates to her assistance. Engraving after POCOCK.
Lent by T. Richardson, Esq.

1341 **H.M.S. Pallas,** Capt. Lord Cochrane, standing in to the roads of Isle d'Aix to reconnoitre the French Squadron, 14th May, 1806. Engraving after POCOCK. *Lent by T. Richardson, Esq.*

1342 **Capture of the French frigate Piémontaise** by H.M. Ship San Fiorenzo, Captain G. N. Hardinge, on the coast of Ceylon, 8th March, 1808. Coloured print.
Captain Hardinge was killed in the action, and was buried at sea. There is a monument to his memory in St. Paul's Cathedral.
Lent by Vice-Admiral Hardinge, C.B.

1343 **The Victory being towed into Gibraltar,** the morning after Trafalgar. *Lent by General Viscount Bridport, K.C.B.*

1344 **H.M.S. San Fiorenzo,** Captain G. N. Hardinge, and her prize the French ship Piémontaise, Captain Épron, after three days' action, 6th, 7th and 8th March, 1808. Engraving after POCOCK.
Lent by T. Richardson, Esq.

1345 **French Squadron** under Rear-Admiral Willaumez, leaving Brest in sight of blockading ships. H.M.S. Theseus, 74, Captain J. Poo Beresford, leading the British line, Feb. 21st, 1809. Engraving after POCOCK. *Lent by T. Richardson, Esq.*

1347 **H.M.S. Howe,** Captain Thomas Forrest. Print.
Lent by T. V. Forrest, Esq.

1348 **Action off Lissa,** 13th March, 1811. Coloured print.
Lent by Messrs. E. & E. Emanuel.

1349 **H.M. Ships Pomone, Unité, and Scout** engaging French Batteries, 11th May, 1811. Engraved by G. HARWELL.
Lent by J. W. Gullick, Esq.

1350 **Destruction of French Ships** Nourrice, Girafe, and Été, 11th May, 1811. Engraved by G. HARWELL. *Lent by J. W. Gullick Esq.*

1351 **H.M. Ships Pomone, Unite, and Scout** standing out of Lagoa Bay, 11th May, 1811. Engraved by G. HARWELL.
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1352 **Action between a British Squadron,** commanded by Captain C. M. Schomberg, and a French Squadron, off Foul Point, Madagascar, on 20th May, 1811. Coloured Prints.

1353 **Ditto. The Squadrons becalmed.**

1354 **Ditto. Night.** *Lent by the Earl of Caledon.*

1355 **Port and Settlement of Tamatave** with the French Frigate Néréide, 44, surrendering to H.M. Ships Astrea, Phoebe, and Racehorse, 26th May, 1811. Coloured Print. *Lent by the Earl of Caledon.*

1356 **View of Sir William Hoste's Action** off Lissa, March 13th, 1811. Engraving.

1357 **Ditto.**

1358 **Ditto.**
Lent by Admiral of the Fleet Sir G. Phipps Hornby, G.C.B., A.D.C.

1359 **Defence of the Island of Anholt**; Captain Maurice, R.N., with 400 Marines under the command of Major Torrens, repulsing a Danish expedition of very superior force, 26th February, 1811. Coloured Engraving. *Lent by Lord de Saumarez.*

1360 **The Capture of H.M.S. Java,** Captain Henry Lambert, by the U.S. Ship Constitution, Commodore Wm. Bainbridge, Dec. 29th, 1812. Mr. (afterwards Sir Henry Ducie) Chads was 1st Lieutenant of the Java, and succeeded to the command when Captain Lambert was mortally wounded. Coloured Print.
Lent by Admiral Sir Henry Chads, K.C.B.

1361 **Capture of H.M. Ship Java by U.S. Ship Constitution,** Dec. 29th, 1812. Coloured Print.

1362 **Ditto.**

1363 **Ditto.** *Lent by Admiral Sir Henry Chads, K.C.B.*

1364 **Recruiting Placard, Royal Marines,** issued at commencement of second American war (1812). Print.
Lent by Sergeant W. G. Watts. R.M.L.I.

1365 **Action between H.M.S. Shannon and U.S. Frigate Chesapeake,** 1st June, 1813. Engraving by D. HAGHE, after J. C. SCHETKY, from a sketch by Captain R. H. King, R.N.

1366 **Ditto.**

1367 **Ditto.**

1368 **Ditto.** *Lent by W. A. Bonney, Esq., M.D.*

1369 **Capture of U.S. Ship Chesapeake by H.M. Ship Shannon,** Capt. Broke, off Boston, 1st June, 1813. Coloured Transfer on glass.
Lent by Richard Morrison, Esq.

1370 **Action between H.M.S. Amelia,** Captain the Hon. Frederick Paul Irby, and L'Aréthuse, Captain Pierre Bouvet, 1813.

Reputed bloodiest single ship action in the French wars. The loss of the Amelia being 51 killed and 90 wounded, and of the Aréthuse 31 killed and 74 wounded. It was a drawn battle.
Lent by Mark Robinson, Esq.

1371 **The Engagement between H. M. Ship Shannon** and the U.S. Ship Chesapeake, 1st June, 1813. Lithograph, after J. C. SCHETKY.

1372 **Ditto.**

1373 **Ditto.**

1374 **Ditto.** *Lent by the Misses Schetky.*

1377 **Capture of Porto Ferrajo, Elba,** by Nelson, in 1796.
Lent by B. P. S. MacDermott, Esq., M.D., R.N.

1378 **Evacuation of Porto Ferrajo, Elba,** in 1797.
Lent by B. P. S. MacDermott, Esq., M.D., R.N.

1379 **Wreck of the Centaur,** showing the survivors.
Lent by Admiral Sir E. Inglefield, K.C.B., F.R.S., D.C.L.

1380 **Loss of H.M. Packet Lady Hobart,** 28th June, 1803. Engraving by EDWARD ORME, after J. T. SERRES.

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Lent by Colonel Horace Montague.

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For particulars see No. 612.
Lent by the Secretary of State for India.

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Lent by Admiral Sir H. Chads, K.C.B.

1403 **Attack on Stockades in the Rangoon River** during the first Burmese War, 1824 and 1825, the naval forces engaged being under the command of Sir Henry Ducie Chads. Coloured Print.
Lent by Admiral Sir H. Chads, K.C.B.

1404 **H.M.S. Imogene,** 28, Captain the Hon. Price Blackwood, and H.M.S. Andromache, 28, Captain H. D. Chads, C.B., forcing the passage of the Bocca Tigris in China, and engaging the forts in the Canton River on Sept. 7-9, 1834. Print.
Lent by Admiral Sir H. Chads, K.C.B.

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1409 **Naval Heroes of the 18th century.** Lord Hood, Lord Howe, and Zoutman. *Lent by the Rev. E. J. Reeve.*

1409A **Naval Heroes of the 18th century.** Captains Hardy, Byron, and Barrington. *Lent by the Rev. E. J. Reeve.*

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1415 **Ditto.** *Lent by Mr. Carr Glyn.*

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Lent by Henry S. Pritchard, Esq.

1417 **H.M.S. Duke of Wellington,** 131 guns, Captain H. B. Martin, anchored at the head of a line of other line-of-battle ships in the Solent, 5th September, 1853. Tinted Lithograph.
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1418 **Naval Uniform.**

1419 **Ditto.**

1420 **Ditto.** *Lent by Messrs. Herbert & Co.*

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Lent by Mrs. Carr-Glyn.

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Lent by Commander C. N. Robinson, R.N.

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1427 **View of the attack on the sea defences of Sebastopol,** 17th October, 1854. Lithographed by T. G. DUTTON, after Lieutenant C. P. COLES, R.N. *Lent by Rear-Admiral H. L. A. L. Maitland.*

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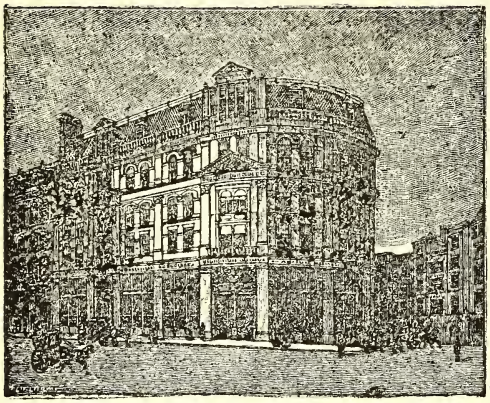
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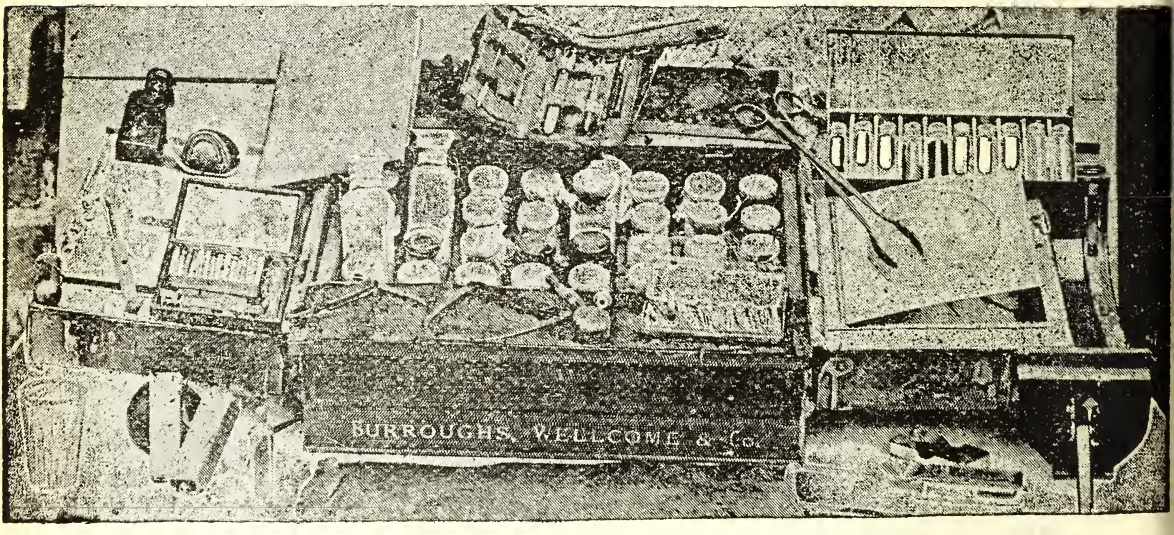
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The artist was First-Lieutenant of H.M.S. Majestic, and was killed in command of that ship at the Battle of the Nile, August 1st, 1798.
Lent by Sir G. E. Hamand Græme, Bart.

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Lent by the Trustees of the Royal Naval Club, Portsmouth.

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1491 **Battle of Camperdown, 1797.** Admiral Sir Richard Onslow, Bart., cutting the enemy's line in H.M.S. Monarch. *Lent by Sir W. W. R. Onslow, Bart.*

1492 **Battle of Camperdown, 1797.** The Dutch Vice-Admiral striking to Vice-Admiral Sir Richard Onslow, Bart. *Lent by Sir W. W. R. Onslow, Bart.*

1493 **Departure of the British fleet from the Tagus,** 8th February, 1797. By CAPTAIN RAMAGE, R.N. *Lent by Colonel E. H. B. Lysons.*

1494 **Battle off Cape St. Vincent.** The beginning of the action. By CAPTAIN RAMAGE, R.N. *Lent by Colonel E. H. B. Lysons.*

1495 **The Battle off Cape St. Vincent,** and the towing of the prizes into the Tagus. By POCOCK.

1497 **Figurehead of the Vreyheid,** 74, Admiral De Winter's flag-ship. Captured off Camperdown, 11th October, 1797. *Lent by Miss Morison Duncan.*

1498 **H.M.S. Captain,** bearing the broad pennant of Commodore Nelson, capturing the San Nicholas and San Josef at the battle off Cape St. Vincent. By CAPT. MILLER, R.N. *Lent by Rev. E. Stanley Carpenter.*

1499 **H.M.S. Excellent,** Captain Cuthbert Collingwood, engaging the Spanish ships Salvador del Mundo and San Ysidro in Sir John Jervis's action on the 14th Feb., 1797, off Cape St. Vincent. *Lent by Edward Collingwood, Esq.*

1502 **H.M.S. Lively,** 32 (1797), Captain Lord Garlies, afterwards George, 8th Earl of Galloway. By JANE, COUNTESS OF GALLOWAY. *Lent by Captain the Hon. Randolph Stewart.*

1503 **Sailors Sparring in the Cockpit** (1797). By JANE, COUNTESS OF GALLOWAY. *Lent by Captain the Hon. Randolph Stewart.*

1504 **The Spanish ship San Josef** captured in the Battle off Cape St. Vincent, 14th Feb., 1797. By W. NEPECKER. *Lent by Lord de Saumarez.*

1505 **The Spanish ship San Nicolas,** captured in the Battle off Cape St. Vincent, 14th Feb., 1797. By W. NEPECKER. *Lent by Lord de Saumarez.*

1506 **The Spanish ship San Ysidro,** captured at the Battle off St. Vincent, 14th Feb., 1797. By W. NEPECKER. *Lent by Lord de Saumarez.*

1507 **The Monmouth** in action with the Delft and Alkmaar at the Battle off Camperdown, 1797. By an Officer engaged. *Lent by Sydney Hodges, Esq.*

1508 **The Monmouth** towing the Alkmaar into Sheerness three days after the Action of Camperdown, 11th Oct., 1797. By an Officer engaged. *Lent by Sydney Hodges, Esq.*

1509 **Battle off Cape St. Vincent.** The end of the action. By CAPTAIN RAMAGE, R.N. *Lent by Colonel E. H. B. Lysons.*

1510 **Action between the Leander and Généreux,** 1798. By W. F. MITCHELL. *Lent by Arthur Mottley, Esq.*

1511 **Retreat of the Spanish Fleet,** under Don Jose de Mazaredo, into Cadiz, 11th and 12th Feb., 1798. By CAPTAIN RAMAGE, R.N. *Lent by Colonel E. H. B. Lysons.*

1512 **Battle of the Nile.** By W. ANDERSON.

1513 Ditto.

1514 Ditto.

1515 Ditto. *Lent by Robert Debenham, Esq.*

1517 **The Zealous,** Captain S. Hood, and the **Guerrière,** van ship of the French fleet, at the battle of the Nile. By late Lieutenant W. H. WEBLEY, R.N.

"In 5 minutes the foremast of the Frenchman fell, and in 17 minutes she had not a mast standing. When the foremast fell, the sun was setting and not a British ship, except the Goliath, Captain Foley, had yet fired a shot. This auspicious commencement was greeted with cheers by the whole British Fleet."

Extract from a letter of Lieutenant W. H. Webley, who was at the time first Lieutenant of the Zealous. *Lent by the Misses Webley Parry.*

1518 **Battle of the Nile.** The original from which a well-known engraving was made. By CHESHAM. *Lent by Sir J. Campbell-Orde, Bart.*

1519 **Cutting out the Hermione from the Harbour of Puerto Cabello,** 1799. By the lender. *Lent by Arthur Mottley, Esq.*

1520 **H.M.S. Stromboli,** Captain Andrew Thomson, R.N. By CAPTAIN ANDREW THOMSON, R.N. *Lent by Mrs. Macintyre.*

1521 **Nelson at the Bombardment of Copenhagen.** By J. NASH.
Lent by Cassell & Co., Limited.

1522 **H.M.S. Cæsar, Captain J. Brenton, warping out off the Mole of Gibraltar,** 12th July, 1801. After being much shattered and dismasted in the engagement at Algeciras on 6th July, the Cæsar got in new masts and refitted in three days; and on the enemy putting to sea on the 12th, she was able to warp out from within Mole and join the fleet, her band playing "Come, cheer up, my lads, 'tis to glory we steer," while the military band on the Mole answered with "Britons, strike home!" Sir James Saumarez then hoisted his flag on board, and went out to win a brilliant victory over the combined French and Spanish squadron, on the same night. By SIR JAHLEEL BRENTON.
Lent by Rev. A. F. Carey.

1523 **British Squadron under Sir James Saumarez advancing to the attack of the French Squadron,** anchored under the Batteries of Algeciras on the morning of 6th July, 1801.
Lent by Captain Yorke Rattray, R.N.

1524 **H.M.S. Venerable,** Captain Samuel Hood, engaging the French Ship Formidable, 80, off Cadiz, 13th July, 1801.
Lent by Captain Yorke Rattray, R.N.

1525 **The British Squadron,** commanded by Sir James Saumarez, attacking the French under the batteries of Algeciras, 6th July, 1801.
Lent by Captain Yorke Rattray, R.N.

1526 **The British Squadron,** under Sir James Saumarez, standing out of Gibraltar Bay, on the 12th July, 1801.
Lent by Captain Yorke Rattray, R.N.

1527 **H.M.S. Thames heaving off H.M.S. Venerable,** which had grounded, to the southward of Cadiz, during an engagement with the French ship Formidable, 80, July 13th, 1801.
Lent by Captain Yorke Rattray, R.N.

1528 **Battle of the Nile.** *Lent by Lady Thompson.*

1529 **The Capture of the St. Antoine,** 74, under French colours, and the burning of the Real Carlos and San Hermenigildo, Spanish first-rates, on the night of the 12th July, 1801, after Algeciras.
Lent by Captain Yorke Rattray, R.N.

1530 **Blockade of Brest** by Earl St. Vincent in 1801. By CAPTAIN RAMAGE, R.N. *Lent by Colonel E. H. B. Lysons.*

1531 **Battle of Copenhagen.** British ships Agamemnon and Russell aground. From a sketch taken on the spot by ROBINSON KITTOE, Secretary to Rear-Admiral Graves.
Lent by B. P. S. MacDermott, Esq., M.D., R.N.

1532 **Battle of Algeciras.** Engagement of H.M. squadron, commanded by Rear-Admiral Sir James Saumarez, with the French squadron, under M. Linois, and the batteries of Algeciras. By SIR J. BRENTON.
Lent by Rev. A. F. Carey.

1533 **H.M.S. Amazon,** 38, Captain Wm. Parker, capturing La Gravina, 1804. The picture is framed in timber from the main-deck beams of the Amazon when she was broken up in 1819. By N. POCOCK.
Lent by Sir William Biddulph Parker, Bart.

1534 **Engagement with a French privateer, 1804.**
Lent by Captain W. S. de Kantzow, R.N.

1535 **The engagement, on 15th February, 1804,** between the Hon. East India Company's fleet of armed merchantmen under command of Commodore Dance, and the French fleet under Admiral Linois, N.E. of Sumatra. By J. C. SCHETKY after a sketch in the possession of the Society of East India Commanders.
Lent by Perceval Alleyn Nairne, Esq.

1536 (a) **Trafalgar.** (b) **H.M.S. Victory as she now lies in Portsmouth harbour.** By C. W. WYLLIE. *Lent by Cassell & Co., Ld.*

1537 **Battle of Trafalgar.** After CLARKSON STANFIELD, R.A.
Lent by Vice Admiral J. O. Hopkins.

1538 **Escape of H.M.S. Naird,** Thomas Dundas, Captain, from a French Squadron, August, 1805. *Lent by Mrs. E. M. Becher.*

1539 **Engagement** between H.B.M. frigate Lively, 48, Captain Graham Eden Hamond, and the Spanish 74 Glorioso, off Cadiz lighthouse, May 31st, 1805. The British brigs of war Minorca, 18, and the Halcyon, 16, are endeavouring to join in the Lively's attack. The moment illustrated is that at which the maintack and jib sheets of the Glorioso were shot away, and at which the Lively was in the act of taking the second reef in her topsails. By E. E. VIDAL.
Lent by Lady Hamond Græme.

1540 **The Victory after Trafalgar.** Formerly in the possession of Sir William Rule, Surveyor to the Navy. By OLIVER LANG.
Lent by Walter M. Gibson, Esq.

1541 **H.M.S. Lively,** 38, Captain Graham Eden Hamond, in action with the Spanish ship Glorioso off Cadiz, 1805.
Lent by Sir G. E. Hamond Græme, Bart.

1542 **Nelson explaining to his officers the plan of attack before Trafalgar.** By W. M. CRAIG, R.A. *Lent by Montagu Guest, Esq.*

1543 **Battle of Trafalgar.** By THOMÁS DUTTON.
Lent by A. Brock, Esq.

1544 **H.M.S. Téméraire, jury rigged, entering Portsmouth Harbour after the Battle of Trafalgar.** By J. C. SCHETKY.
Lent by the Misses Schetky.

1545 **Loss of H.M.S. Brave,** 74, Captain Edmund Boger. She foundered in the Atlantic, 12th April, 1806. After WATSON, a sailor of the Donegal.
The crew and passengers, including a number of French prisoners, were all, except three, saved by H.M.S. Donegal, Captain Pulteney Malcolm. *Lent by the Rev. Canon Boger.*

1546 **H.M.S. Bellerophon, Captain Lord George Paulet, homeward bound.** By J. C. SCHETKY. *Lent by the Misses Schetky.*

1547 **Heaving the Lead, 1807.** By W. CHRISTIAN SYMONS.
Lent by Messrs. J. S. Virtue & Co.

1548 **Capture of Begur by H.M.S. Hydra,** Captain George Mundy, 6th August, 1807. By the lender. *Lent by Arthur Mottley, Esq.*

1549 **Bombardment and Capture** of the Forts of the Boca Tigris, China, 26th February, 1841, shewing the position of the ships, howitzers, &c., also the double line of rafts attached to strong chains blocking the Canton River. Drawn shortly after the action by the late Colonel, The Hon. Robert Spencer, R.H.A., and Admiral Cospatrick Baillie Hamilton, late of H.M.S. Melville.
Lent by Admiral Cospatrick Baillie Hamilton.

1552 **Action** between Seahorse and Badere Zaffir, 1808. By the lender.
Lent by Arthur Mottley, Esq.

1553 **A Leith Smack** beating off French privateer brig, 1809.
Lent by Commander W. G. H. Morgan, R.N.

1554 **Capture of the U. S. frigate, Chesapeake,** Captain Lawrence, by H.M. frigate Shannon, Captain Broke, off Boston, June 1st, 1813. By Dr. HARVEY, R.N., of the Shannon. *Lent by Edward Laws, Esq.*

1555 **Action between the Shannon and Chesapeake, 1813.** By W. F. MITCHELL. *Lent by Arthur Mottley, Esq.*

1556 **H.M.S. Victory, 1815.** By the lender.
Lent by Arthur Mottley, Esq.

1557 **The Old Wooden Walls.** By the lender.
Lent by Lieut.-Col. C. W. Fothergill.

1558 **Wreck of H.M.S. Jasper, 10, off Mount Batten, Plymouth,** on January 21st, 1817. The Commander, Thomas Carew, Lieut. Fabian, and two seamen only escaped. By one of the survivors, Lieut. G. I. FABIAN (then a midshipman). *Lent by O. R. Fabian, Esq.*

1559 **Battle of Navarino,** sketched on the spot 20 minutes after the action had commenced. The frame is made out of the timbers of H.M.S. Asia, British flag-ship at Navarino. By Lieut. BOTELER, R.N.
Lent by Mrs. W. Codrington.

1560 **A Three-decker.** Stern view. By W. VAN DE VELDE, JUNR.
Lent by T. B. Hardy, Esq.

1561 **H.M. Cutter Hind,** tender to Asia, running up the Dardanelles. The Sultan's permit for her passage is attached.
Lent by Commander W. G. H. Morgan, R.N.

1562 **H.M.S. Hercules, 74.** 1836. By ROBINS.
Lent by Colonel Henry Armytage.

1563 **H.M. Ship Boyne, 1835.** By Vice-Admiral Sir T. M. HARDY, Bart.
Lent by Mrs. C. L. Sheppard.

1564 **Capture of a Slaver** by the boats of H.M.S. Bonetta on the West Coast of Africa. *Lent by Messrs. Gieve & Co.*

1565 **H.M.S. Melville, 74,** hove down in deep water to H.M.S. Rattlesnake, 28, and H.M.S. Blenheim, 74, to repair keel, dead wood, and stern post. Her keel was raised 3 ft. out of water, and kept so several days. Drawn on the spot, after the capture of Chusan, 1840. By Admiral COSPATRICK BAILLIE HAMILTON, late of H.M.S. Melville.
Lent by the painter.

1566 **The Bombardment of Acre, 1840.** By Lieutenant WARRE.
Lent by Admiral Sir Arthur Farquhar, K.C.B.

1567 **H.M.S. Victory in Portsmouth Harbour.** By E. W. COOKE, R.A.
Lent by the Misses Cooke.

1568 **The Allied Fleets at anchor off Sinope in the Black Sea, after the destruction of the Turkish Fleet by the Russians in 1853.** The wrecks in the foreground are those of the Turkish Ships.
Lent by Captain F. M. Ommanney, R.N.

1569 **Wreck of H.M.S. Birkenhead on Danger Point** (now Birkenhead Rock or Point), Cape of Good Hope, 26th February, 1852. By Cornet (now Captain) BOND SHELTON, 12th Lancers, one of the survivors.
Lent by Captain Bond Shelton.

1570 **Review of the Fleet at Spithead, by the Queen,** August 11, 1853. Original sketch for No. . By J. C. SCHETKY.
Lent by the Misses Schetky.

1571 **Ten drawings illustrative of the operations in the Baltic and Black Sea, 1854—55.** By SIR OSWALD BRIERLY.
Lent by the Right Hon. Sir John Cowell, K.C.B.

1572 **H.M.S. Hannibal** at Anchor off Sebastopol, during a gale. By Lieut. CLARK. *Lent by William Smith, Esq.*

1573 **H.M.S. Neptune,** 120, Flag-ship of the Sailing Squadron, saluting Her Majesty at Spithead, 1854. Framed in timber from the vessel.
By the Lender, Capt. J. Buchan Telfer, R.N.

1574 **H.M.S. Agamemnon before Sebastopol,** 1854. By the lender.
Lent by Arthur Mottley, Esq.

1575 **Bomarsund,** 1854. H.M.S. Gladiator, Capt. Sir George Broke, assisting H.M.S. Penelope when aground under the guns of the forts.
Lent by Lady de Saumarez.

1576 **Sebastopol.** H.M.S. Gladiator, Capt. Sir George Broke, engaging the batteries at night in support of an attack on the land side.
Lent by Lady de Saumarez.

1577 **Three-decker.** Broadside View. By W. VAN DE VELDE, JUNR.
Lent by T. B. Hardy, Esq.

1578 **Camp of the Naval Brigade before Sebastopol,** March 6th, 1855. By the lender. *Lent by E. A. Goodall, Esq.*

1579 **Camp of the Royal Marines, Heights of Balaclava,** 1855. By the lender. *Lent by E. A. Goodall, Esq.*

1580 **Interior of Major Rodney's Hut, Camp of Royal Marines,** 1855. By the lender. *Lent by E. A. Goodall, Esq.*

1581 **Commander F. W. Gough,** looking out for shot and shell. By the lender. *Lent by E. A. Goodall, Esq.*

1582 **The thirteen-inch Mortars,** Green Hill or sailors' battery. By the lender. *Lent by E. A. Goodall, Esq.*

1583 **No. 2, or Sailors' Battery,** Green Hill. By the lender.
Lent by E. A. Goodall, Esq.

1584 **Departure of the Naval Brigade from the Camp before Sebastopol to join the fleet.** By the lender. *Lent by E. A. Goodall, Esq.*

1585 **H.M. Steam Paddle Sloop Inflexible,** Captain Popplewell, passing through the Bosphorus. *Lent by Matthew-Colin Popplewell, Esq.*

1586 **H.M. Ship Pearl, 21.**
Commissioned December, 1855, by Captain (now Admiral Sir) E. S. Sotheby. Attached to the Baltic Fleet of 1856. Present at the great Naval Review of 1856. Captured, March 28th, 1857, the Peruvian gun vessels Loa and Tumbez, which had committed an outrage on the Pacific Mail steamer New Granada. Boats engaged in capturing and destroying seven piratical junks in Mirs Bay, near Hong-Kong, June 27th, 1857. Naval Brigade served in India during the Mutiny.
Lent by J. W. Shone, Esq.

1587 **H.M.S. Centaur,** Malta Harbour, 1857.
Lent by Captain W. S. de Kantzow, R.N.

1588 **H.M.S. Centaur,** off Naples, 1858 (framed in timber from the vessel).
By the lender, Captain J. Buchan Telfer, R.N.

1589 **Sketch of Frigate.** By W. Van de Velde, Junr.
Lent by T. B. Hardy, Esq.

1590 **H.M.S. Argus.** Demand at the mast head. **H.M.S. Desperate** making her number at sea. 1859.
By the lender, Captain J. Buchan Telfer, R.N.

1591 **H.M.S. Liffey.** By the lender.
Lent by Rear-Admiral W. R. Kennedy.

1593 **Arrival of Their Royal Highnesses Duke and Duchess of Edinburgh** at Gravesend. (Naval Brigade on guard.) By Prickett.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1594 **H.M.S. St. George.** By Sir O. Brierly.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1596 **Naval Brigade** bringing up gun at Ramleh, Alexandria, 1882. By O. Norie. *Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.*

1597 **Raitt's Rocket Apparatus.** Ashanti War, 1874. By O. Norie.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1598 **Naval Brigade in Action.** Ashanti War, 1874. By O. Norie.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1600 **H.M.S. Racoon leaving the Clyde,** 1863. By Sir O. Brierly.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1601 **H.M.S. Inflexible.** By Chev. de Martino.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1602 **H.M.S. Victory,** Portsmouth, 1863. Red at the fore. The frame is made from the ship's original timber.
By the lender, Captain J. Buchan Telfer, R.N.

1603 **Three-decker with figures in the rigging.** Broadside view. By W. Van de Velde, Junr.

1604 **H.M.S. Victoria,** 1867. By the lender.
Lent by Rear-Admiral W. R. Kennedy.

1605 **Naval Review at Spithead in Honour of the Sultan of Turkey,** 1867; the Royal Yacht passing between the lines. By CHARLES TAYLOR. *Lent by H. D. Curtis, Esq.*

1606 **Evolutions under Sail,** 1867. By CHARLES TAYLOR. *Lent by H. D. Curtis, Esq.*

1607 **Sketch for a Picture of the Channel Squadron,** August, 1867. A calm evening off the Lizard. Ships—Lord Clyde, Bristol, Achilles, Hercules, Bellerophon. By the lender. *Lent by C. P. Knight, Esq.*

1608 **Her Majesty the Queen decorating Abdul Aziz, the Sultan of Turkey, on board the Royal Yacht Osborne, at Spithead,** 1867. By GEORGE H. THOMAS. *Lent by the Proprietors of the Graphic.*

1609 **Evolutions under Steam,** 1867. By CHARLES TAYLOR. *Lent by H. D. Curtis, Esq.*

1610 **H.M.S. Star,** 1868. *Lent by Captain W. S. De Kantzow, R.N.*

1611 **Spithead; the Salute in Honour of the Shah,** 1873. An untouched study done at the time from the yacht Dawn. By the Lender. *Lent by Henry Moore, A.R.A., R.W.S.*

1612 **H.M.S. Albatross.** By Lieut. HERBERT NEVILLE-ROLFE, R.N. *Lent by Mrs. M. H. Cornwall Legh.*

1613 **The Prince of Wales** returning from India on board H.M.S. Serapis, off Portsmouth, 11.45 p.m., May 11th, 1876. By Sir OSWALD BRIERLY. *Lent by H.R.H. the Prince of Wales, K.G.*

1614 **Off to Ashantee.** By W. SMALL. *Lent by the Proprietors of the Graphic.*

1615 **Loss of H.M.S. Eurydice,** March, 1878. By A. YOCKNEY, R.N. (1879). *Lent by the Trustees of the Royal Naval Club, Portsmouth.*

1616 **H.M.S. Eurydice.** By Rear-Admiral W. R. KENNEDY.

1616a Ditto. *Lent by Rear-Admiral W. R. Kennedy.*

1617 **Blue Jackets Landing Camels. Our Water Transport. The Fleet Passing Fort Chanak. Defence of the Suez Canal. The Return from the Soudan.** By F. VILLIERS. *Lent by the Proprietors of the Graphic.*

1619 **H.M.S. Colossus.** By W. FRED. MITCHELL. *Lent by Messrs. J. S. Virtue & Co.*

1620 **A Critical Moment with the 2nd Brigade, Tamai, 1884.** The square is broken, and a Gatling gun is being run forward. Lieutenant W. B. Almack, R.N., who was in charge of the gun, was almost cut to pieces beside it. By FREDERIC VILLIERS. *Lent by Edward Almack, Esq.*

1621 **H.M.S. Polyphemus** breaking through the Boom at Bantry Bay. Naval Manœuvres of 1885. By WALTER TRUSCOTT. *Lent by the Pictorial World.*

1622 **H.M.S. Jumna,** with Sir Charles Wilson and wounded men from the Soudan on board, entering Portsmouth harbour, July, 1885. By the lender. *Lent by T. B. Hardy, Esq., R.B.A.*

1623 **The boat expedition on the Nile.** By F. VILLIERS. *Lent by the Proprietors of the Graphic.*

1624 **H.M.S. Ajax.** By the lender. *Lent by Rear-Admiral W. R. Kennedy.*

1625 **H.M.S. Hero.** By W. FRED. MITCHELL. *Lent by Messrs. J. S. Virtue & Co.*

1626 **H.M.S. Forth,** protected cruiser (1886). By F. T. JANE. *Lent by the Pictorial World.*

1627 **Naval Review at Spithead, 1887.** The Royal Yacht passing through the lines of battle-ships. By W. L. WYLLIE, A.R.A. *Lent by the Proprietors of the Graphic.*

1628 **Naval Review at Spithead, 1887.** Arrival of the Royal Yacht. By W. L. WYLLIE, A.R.A. *Lent by the Proprietors of the Graphic.*

1629 **General Quarters, H.M.S. Northampton.** "Prepare to ram." By F. T. JANE. *Lent by the Pictorial World.*

1630 **H.M.S. Mohawk.** By W. FRED. MITCHELL. *Lent by Messrs. J. S. Virtue & Co.*

1631 **The Black Prince** during the manœuvres, 1888. By W. L. WYLLIE, A.R.A.
"War is declared and we put to sea," "Watch, man, and arm ship." *Lent by S. Charig, Esq.*

1632 **H.M.S. Nymphe.** By W. FRED. MITCHELL. *Lent by Messrs. J. S. Virtue & Co.*

1633 **H.M.S. Magicienne.** By W. FRED. MITCHELL. *Lent by Messrs. J. S. Virtue & Co.*

1634 **Naval Mobilisation, 1889.** H.M.S. Rodney's first shot at the enemy. By W. L. WYLLIE, A.R.A. *Lent by the Proprietors of the Graphic.*

1635 **Gun Trials of H.M.S. Sanspareil, 1889.** Firing one of the 110-ton turret guns. By F. T. JANE. *Lent by the Pictorial World.*

1636 **Naval Manœuvres, 1889. Action off Cape Ushant, August 17th, between the British battle-ships Rodney and Howe; and the Achill battle-ships Camperdown and Hero.** By J. R. WELLS. *Lent by W. Laird Clowes, Esq.*

1637 **War Declared. Fleet steaming into Milford Haven. We sight four ships of the enemy.** Three sketches, Naval Manœuvres, 1889. By J. G. STANILAND, R.I. *Lent by the Proprietors of the Graphic.*

1638 **The Naval Manœuvres, 1889.** By F. VILLIERS. *Lent by the Proprietors of the Graphic.*

1639 **Lieutenant C. R. Purvis taken to Hospital. Effect of shots from H.M.S. Superb. Ironclads which took part in Bombardment of Alexandria.** By F. VILLIERS. *Lent by the Proprietors of the Graphic.*

1640 **H.M.S. Inflexible, Hotspur, Glatton, and Black Eagle.** By W. E. ATKINS. *Lent by the Proprietors of the Graphic.*

1641 **H.M.S. Camperdown in a storm off Scarborough, 1890.** By L. PATTEN. *Lent by The Pictorial World.*

1642 **The Glatton firing. The Oberon Torpedo Experiments. The Spit Fort, north side. The Spit Fort, south side.** By W. E. ATKINS. *Lent by the Proprietors of the Graphic.*

1643 **The Naval Manœuvres, 1890.** By J. C. STANILAND, R.I. *Lent by the Proprietors of the Graphic.*

1644 **H.M.S. Excellent and Victory.** By W. E. ATKINS. *Lent by the Proprietors of the Graphic.*

1645 **Naval Manœuvres, 1890.** H.M.S. Camperdown finding H.M.S. Barossa with Colliers at the rendezvous. By J. CALLINGHAM. *Lent by Dr. J. Kingston Barton.*

1646 **Naval Manœuvres, 1890.** H.M.S. Camperdown waiting for H.M.S. Forth, which had been sent to St. Michael's for provisions. By J. CALLINGHAM. *Lent by Dr. J. Kingston Barton.*

1647 **Naval Manœuvres, 1890.** Belted Cruisers at Berehaven. By FRED. T. JANE. *Lent by Dr. J. Kingston Barton.*

1648 **Naval Manœuvres, 1890.** Masted Cruisers at Berehaven. By FRED. T. JANE. *Lent by Dr. J. Kingston Barton.*

1649 **Naval Manœuvres, 1890.** Cruisers coaling at Berehaven. By FRED. T. JANE. *Lent by Dr. J. Kingston Barton.*

1650 **Naval Manœuvres, 1890.** "C" Fleet passing the Fastnet. By FRED. T. JANE. *Lent by Dr. J. Kingston Barton.*

1651 **Naval Manœuvres, 1890.** H.M.S. Camperdown drying flags, Torquay. By FRED. T. JANE. *Lent by Dr. J. Kingston Barton.*

1652 **Naval Manœuvres, 1890.** H.M.S. Camperdown despatching Mails by H.M.S. Arethusa from off the Azores. By FRED. T. JANE. *Lent by Dr. J. Kingston Barton.*

1653 **Old and New.** By W. L. WYLLIE, A.R.A. *Lent by the Proprietors of the Graphic.*

1654 **Launch of H.M.S. Royal Arthur, 1891.** By W. L. WYLLIE, A.R.A. *Lent by the Proprietors of the Graphic.*

1655 **H.M.S. first-class protected cruiser Royal Arthur, 1891.** By F. T. JANE. *Lent by the Pictorial World.*

1656 **H.M.S. Royal Sovereign, 1891,** as she will be when completed for sea. By F. T. JANE. *Lent by the Pictorial World.*

1657 **H.M.S. Melpomene at Sea.** *Lent by Clements Good, Esq.*

1658 **Gale of Wind off Balaclava,** 14th November, 1854. 40 Transports lost and 1,000 lives. *Lent by Staff-Commander E. P. Bedwell, R.N.*

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Lent by Cassell & Co., Limited.

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1670 **H.M.S. Minerva,** Captain Jahleel Brenton, aground off Cherbourg. By Joy. *Lent by E. A. Drummond, Esq.*

1671 **H.M.S. Bordelais** sinking the French ship Curieux, Jan. 29, 1801. By Joy. *Lent by E. A. Drummond, Esq.*

1673 **Scenes in the life of Admiral Lord Nelson.** By G. Pocock.
Lent by E. A. Drummond, Esq.

1674 **George III. visiting the fleet at Portsmouth.** By H. Kobell.
Lent by E. A. Drummond, Esq.

1675 **H.M. Brig Wasp,** commanded by Capt. W. Pearson Crozier, off Acre, 1840. *Lent by R. H. Crozier, Esq.*

1676 **Uniforms of the Royal Marines, 1739-1799.**
Lent by the Officers, Royal Marines, Chatham.

1677 **Uniforms of the Royal Marines, 1799-1853.**
Lent by the Officers, Royal Marines, Chatham.

1677A **Ditto** *Lent by the Officers, Royal Marines, Chatham.*

1677B **Ditto** *Lent by the Officers, Royal Marines, Chatham.*

1677C **Ditto** *Lent by the Officers, Royal Marines, Chatham.*

1677D **Ditto** *Lent by the Officers, Royal Marines, Chatham.*

1678 **The Attack on Fatshan, China,** 1st June, 1857.
Lent by Her Majesty the Queen.

1679 **The Review of the Fleet on the occasion of the Queen's Jubilee, 1887.** By Sir O. Brierly, R.W.S.
Lent by Her Majesty the Queen.

1680 **Commencement of the Action** between H.M.S. Shannon and the United States frigate Chesapeake off Boston Light House, 1st June, 1813, by John T. Lee. *Lent by Captain Armstrong.*

1681 **Capture of the Egyptienne,** French privateer of 36 guns, by H.M. sloop Hippomenes, of 14 guns, Commander Conway Shipley, 25th March, 1804. *Lent by Mrs. Conway Shipley.*

1683 **Duckworth's Victory off St. Domingo,** on Feb. 6, 1806. By VARLEY.

Duckworth had seven ships of the line, two frigates, and two small craft. His opponent, M. de Leisseques, had five ships of the line, two frigates, and a corvette. The French line of battle ships, Alexandre, Impérial, Diomède, Jupiter, and Brave, were taken or destroyed. The other vessels escaped.

1684 Ditto. *Lent by the Rev. E. Stanley Carpenter.*

1685 **Captain Denham verifying Lieutenant Hutchinson's signal** that the lead had reached the bottom in 7,706 fathoms, or $8\frac{3}{4}$ miles, lat. 37° S. long. 37° W., H.M.S. Herald's voyage, 1852. By GLEN WILSON. *Lent by Commander A. Denham, R.N.*

1686 **Review of the Fleet at Spithead,** 11th August, 1853. By J. C. SCHETKY. *Lent by the Misses Schetky.*

1687 **The Disembarkation of the British troops during the Russian War in 1854.** By COLONEL THE HON. WILLIAM EDWARD FITZMAURICE. *Lent by Messrs. Reep, Lane, & Co.*

1687A **Replica in Painted Glass** from the Blake Memorial Window, erected by public subscription by Archdeacon Farrar, in St. Margaret's Church, Westminster, and unveiled by Lord Charles Beresford, 18th December, 1888.

"Admiral Blake's body rowed up the Thames in state from Greenwich to Westminster Abbey."

Designed and executed by Edward Frampton, Esq.

Lent by the Honourable Mrs. O'Grady.

1687B **Replica in Painted Glass** from the Admiral Blake Memorial Window, erected by public subscription by Archdeacon Farrar, D.D., in St. Margaret's Church, Westminster, and unveiled by Lord Charles Beresford, December 18th, 1888. Designed and executed by Edward Frampton, Esq.

Incident from the life of Admiral Blake at Malaga :—Blake rebuking priests for maltreating some of his sailors in the streets of Malaga, during which he said, "I will have you and the whole world know, that none but an Englishman shall chastise an Englishman."

Lent by the Venerable Archdeacon Farrar, D.D.

1687C **Cartoon.** Admiral Blake's body being ejected from Westminster Abbey, September, 1661, after the restoration of Charles II. Designed by Edward Frampton, Esq. *Lent by Edward Frampton, Esq.*

1687D **Design for the Blake Memorial Window** erected in St. Margaret's Church, Westminster. Designed by Edward Frampton, Esq.

Lent by Edward Frampton, Esq.

1687E **Portrait of Admiral Philip Affleck** in Crayons.

Lent by Mrs. Esdaile Lovell.

1687F **Sailing Brigs,** Alert and Estoir.

Lent by Captain W. S. de Kantzow.

1687G **Petty Officers and Seamen of the Royal Navy.**

Lent by the Proprietors of the Graphic.

1687H **H.M.S. Hannibal.** *Lent by Admiral Lord Alcester, G.C.B.*

1687I **The Figurehead of the Victory** while returning, immediately after the battle of Trafalgar. By J. C. SCHETKY.
Lent by Miss Brinsley Le Fanu

1687J **H.M. Frigate Amelia.** *Lent by Miss Brinsley Le Fanu.*

1687K **Queen Charlotte,** Stoney Steps, Portsmouth Harbour, 1821.
Lent by Miss Brinsley Le Fanu.

1687L **H.M.S. Prince Consort in a Gale.**
Lent by Admiral Sir E. Inglefield, K.C.B., F.R.S., D.C.L.

1687M **A Naval Correspondent's quarters during the manœuvres, 1889.**
Lent by Captain C. N. Robinson, R.N.

1687O **H.M. Ships Plumper, Termagant, and Alert steaming through Active Pass, Strait of Georgia, N.W. America.** By the lender.
The Termagant was driven on shore by strong currents and eddies, July, 1860. *Lent by Staff-Com. E. P. Bedwell, R.N.*

1687P **H.M. surveying ship Hecate Ashore in Neat Bay, Juan de Fuca Strait, N.W. America,** having run on a pinnacle rock during a dense fog, when going dead slow, deep-sea and hand leads in constant use look-out at flying boom-end, &c. August, 1862. By the lender.
Lent by Staff-Com. E. P. Bedwell, R.N.

1687Q **Gibraltar Bay, with shipping, &c.** August, 1864. By the lender.
Lent by Staff-Com. E. P. Bedwell, R.N.

1687R **View in Hamoaze, Plymouth.** H.M.S. Defence refitting, June, 1882. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687S **H.M.S. Meander, 44, in a Gale in the Straits of Magellan.** By SIR O. BRIERLY. *Lent by Capt. R. F. Britten, R.N.*

1687T **H.M.S. Superb, 80, in the Mediterranean, 1851.** By the lender.
This Superb was built in 1842.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687U **The Mediterranean Squadron, 1851.** By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687V **Castle of Sestos, Dardanelles,** European side, 1853. Squadron passing up. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687W **H.M.S. Amazon,** 38, Captain Wm. Parker, engaging La Belle Poule, 40, French frigate, 13th March, 1806. In the distance H.M.S. London, 98, Captain Sir Harry Neale, engaging the Marengo, 74. Both the French ships struck. By N. POCOCK, 1812.
Lent by Sir William Biddulph Parker, Bart.

1687X **Burning of H.M.S. Ajax,** at anchor in the Dardanelles, on February 14th, 1807. By POCOCK.
Lent by Colonel Moore Brabazon.

1687Y **Entrance to Navarino Bay with H.M. ships Modeste, 18, and Shearwater, 8, 1854.** By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687z **Sevastopol from the summit of the Malakoff,** 12th September, 1855. By the lender. *Lent by Staff-Commander E. P. Bedwell, R.N.*

1687 2A **Shezlebzka Bay, Crimea. British and French Mortar Boats,** August, 1855. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687 2B **H. M. S. Rodney, 90** (or 1833), October, 1855. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687 2C **Berdiansk, sea of Azoff. Remains of burnt Russian men-of-war aground,** July 1855. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687 2D **Bombardment of Taganrog,** sea of Azoff, by H. M. Ships Weser and Danube, assisted by boats of the British and French fleets, 1855. By the lender. *Lent by Staff-Commander E. P. Bedwell, R.N.*

1687 2E **Destruction of shipping, &c.,** at Genitchesk, sea of Azoff. Russian Artillery firing on boats of the squadron, 29th May, 1855. By the lender. *Lent by Staff-Commander E. P. Bedwell, R.N.*

1687 2F **Destruction of shipping stores, &c.,** at Genitchesk, sea of Azoff, by boats of the squadron with H. M. ships Stromboli, Ardent and Beagle firing to cover boats, &c., 29th May, 1855. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687 2G **Bombardment of Arabat Fort,** sea of Azoff, by British and French men-of-war, 28th May, 1855. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687 2H **Spithead from Cowes anchorage,** May, 1856. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687 2I **The Naval Review by Her Majesty at Spithead,** April 23, 1856. By the lender. *Lent by Staff-Commander E. P. Bedwell, R.N.*

1687 2J **H.M. surveying ship Plumper,** 1857. By the lender.
Lent by Staff-Commander E. P. Bedwell, R.N.

1687 2K **H.M.S. Plumper's pinnace riding out a gale and snowstorm,** Griffin Bay, San Juan, N.W. America. On this occasion the bowsprit eventually snapped off from the weight of ice on its end, February, 1858. By the lender. *Lent by Staff.-Commander E. P. Bedwell, R.N.*

1687 2L **A Typical Bluejacket.**
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1687 2M **H.M.S. Rodney.** By Chev. de Martino.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1687 2N **H.M.S. Galatea.** By Sir O. Brierly.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1687 2O **H.M.S. Sultan.** By Sir O. Brierly.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1687 2P **H.M.S. Black Prince.** By Sir O. Brierly.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1687 2Q **Wreck of the Royal George.**
View of diving operations in connection therewith.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

1687 2R **The Spanish Armada Dismasted and Scattered,**
" He blew with his winds and they were scattered."
Lent by the Artist, Admiral Sir Edward Inglefield, K.C.B., F.R.S., D.C.L.

1687 2S **Last Cruise of the Last Three Deckers.**
Lent by the Artist, Admiral Sir Edward Inglefield, K.C.B., F.R.S., D.C.L.

1687 2T **H.M.S. Bellerophon.**
Lent by the Artist, Admiral Sir Edward Inglefield, K.C.B., F.R.S., D.C.L.

1687 2U **The Press Gang, 1795.**
Lent by the Proprietors of the Graphic.

1687 2V **H.M.S. Benbow.**
Lent by W. F. Mitchell, Esq.

1687 2W **H.M.S. Bellerophon catching a Tartar.**
Lent by Lieut.-Col. J. Moutray Read.

1687 2X **James Gambier, Lord Gambier, G.C.B.,** Admiral of the Fleet. (1756-1833.) By SALTER.
Born, 1756. Captain, 1778. Commanded the Defence in the action of 1st June, 1794. Rear-Admiral, 1795; a Lord Commissioner of the Admiralty, 1795-1801. Vice-Admiral, 1799. Governor of Newfoundland, 1802-4; and again a Lord of the Admiralty, 1804-6. Admiral, 1805. Commander-in-Chief in the Expedition to Copenhagen in 1807, and raised to the peerage. Commander-in-Chief at the attack on the French fleet in Basque Roads in 1809. G.C.B., 1815. Admiral of the Fleet, 1830. Died, 1833. *Lent by Miss Sumner.*

1687 2Y **Horatio Nelson, Lord Nelson, K.B.**
Lent by J. D. Macdonald, Esq., R.N.

1687 2Z **A Spanish Line-of-Battle Ship dismasted after Trafalgar.** Stated to be the Santissima Trinidada. By SKETCKY.
Lent by the Rev. E. W. Dowell.

1687 3A **Boarding the U.S. Frigate Chesapeake.**
Lent by Lord de Saumarez.

1687 3B **Battle Ship,** about 1650.
Lent by J. S. Virtue & Co.

1687 3C **Battle Ship,** about 1760. Drawn by W. CHRISTIAN SYMONS.
Lent by J. S. Virtue & Co.

1687 3D **Post Captain,** 1807. Drawn by W. CHRISTIAN SYMONS.
Lent by J. S. Virtue & Co.

1687 3E **Admiral,** 1750. Drawn by W. CHRISTIAN SYMONS.
Lent by J. S. Virtue & Co.

1687 3F **The boarding and taking of His Catholic Majesty's Hebecque, El Gamo,** of 32 guns, by Captain Lord Cochrane, in H.M.S. Speedy, of 14 guns, 6th May, 1801. By POCOCK.
Lent by the Earl of Dundonald.

1687 3G **H.M.S. Pallas,** 32 guns, commanded by Captain Lord Cochrane, passing to windward of La Minerve, 44 guns, La Lynx, 18 guns, La Palinure, 18 guns, and La Sylph, 18 guns, brigs, at one o'clock on May 14, 1806; under the batteries of the Isle d'Aix. By POCOCK.
Lent by the Earl of Dundonald.

1687 3H **H.M.S. Pallas,** 32 guns, commanded by Captain Cochrane, after having run La Minerve, 44 guns, on board, with a view of the Rochfort Squadron. By POCOCK.

Lent by the Earl of Dundonald.

1687 3I **Captain William Adair, Royal Marines.**
Captain of Marines on board H.M.S. Victory at Trafalgar, and killed on that memorable occasion, 21st October, 1805.

Lent by T. G. Underwood, Esq.

1687 3J **Shipping, Alderney Harbour.** By J. C. SCHETKY.

Lent by the Misses Schetky.

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Exhibited by Joseph Grego, Esq.

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The Press Gang.

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1759 **On the Middle Watch.**

1760 **Mastheaded, or Enjoying Fresh Air.**

1761 **Seeking the Bubble Reputation, &c.**

1762 **Waiting Room at the Admiralty.**

1763 **Promoted to Lieutenant, and first putting on his Uniform.**

1764 **The Hon. East India Company's Ship Inglis and the H. C. Ships Windsor, &c., &c.,** leaving St. Helena, July, 1830, in company with H.M. Frigate Ariadne. By W. J. HUGGINS.

1765 **Launch of the Howe, of 120 guns,** at Chatham, March 28th, 1815.

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1794 **Making a Sailor a Free Mason.**

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Lent by Lieut. G. Maltby, R.N.

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Lent by Commander C. N. Robinson, R.N.

1801 **Equity: or a Sailor's prayer before Battle.**
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Lent by Dalrymple Strachan, Esq.

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1807 John Bull surveying from England the preparations on the French Coast to invade England. A.D. 1805.
Lent by Messrs. L. & J. Parnell.

1808 Crossing the line on board a man of war. Coloured print by DANIELL (1810). *Lent by Commander C. N. Robinson, R.N.*

1809 Midshipmen of 1757 and of 1827. Caricature, but showing difference in uniform. Coloured print. By W. Holl (1827).
Lent by Commander C. N. Robinson, R.N.

1809B The Battle of Copenhagen. Original sketch made during the action. By ROBINSON KITTOE. *Lent by G. D. Kittoe, Esq.*

1809C H.M.S. Duncan at the Nore. By L. SWIFT.
Lent by S. S. Stroud, Esq.

1809D Sketch of Frigate. By W. VAN DE VELDE, JUNR.
Lent by T. B. Hardy, Esq.

1809E A Female Sailor. *Lent by Commander C. N. Robinson, R.N.*

1809F Painting on Glass of the death of Captain Hood of the Mars.
Lent by The Very Rev. Dean of Peterborough.

1809G Action between H.M.S. Thetis, Captain the Hon. A. I. Cochrane, and H.M.S. Hussar, Captain Beresford, with five French ships, June 17th, 1795. *Lent by Lady Lamington.*

1809H Ditto. *Lent by Lady Lamington.*

1809I The Battle of Copenhagen. Original sketch made during the action. By ROBINSON KITTOE. *Lent by G. D. Kittoe, Esq.*

1809J Admiral Lord Nelson's Fleet leaving the Bay of Naples, before the battle of the Nile. *Lent by Lieutenant Colonel Moutray Read.*

1809K The Fighting Temeraire towed to its last berth. After J. M. W. TURNER, by the lender, MISS J. J. L. JAY.

1809L Admiral Lord Hugh Seymour. *Lent by the Earl of Portarlington.*

1809M The Royal Yacht Victoria and Albert. By A. YOCKNEY, R.N.
Lent by Her Majesty the Queen.

1809N The Sailor's Grave. By A. YOCKNEY, R.N.
Lent by Christopher Cradock, Esq.

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IN EIGHT PARTS.
By Lord C. Beresford, Vice-Admiral Sir George Tryon, and others.
See the "UNITED SERVICE MAGAZINE."

MINIATURES.

1810 **Captain Henry Collier, R.N.**
Lent by Lady Campbell of Barcaldine.

1811 **Sir Francis Drake.** (1540-1596.)
Lent by Jeffery Whitehead, Esq.

1812 **Admiral Robert Blake.** (1599-1657.)
Lent by Jeffery Whitehead, Esq.

1813 **Earl of Sandwich.** (1625-1672.)
With piece of ribbon of the order of the Garter and Compass, by which his body was recognized when found floating a few days after his death in the battle of Solebay. *Lent by the Earl of Sandwich.*

1814 **Admiral Sir James Wishart, Kt.** (-1729.) By J. FABER.
Commander, 1689. Captain, 1691. Commanded the Eagle under the flag of Sir George Rooke at Cadiz and Vigo in 1702. Captain of the Fleet to Sir George Rooke in 1703 and 1704. At the capture of Gibraltar and the battle of Malaga. Rear-Admiral and knighted, 1703. A Lord Commissioner of the Admiralty, 1710. Admiral, 1713. Died, 1729. *Lent by Jeffery Whitehead, Esq.*

1815 **The Duke of York,** Lord High Admiral, afterwards James II.
Lent by Sir Graham Eden Hamond-Græme, Bart.

1816 **Admiral Sir George Rooke.** (1650-1709.) By J, FABER.
Lent by Jeffery Whitehead, Esq.

1817 **Admiral Edward Vernon.** (1684-1757.)
Lent by Jeffery Whitehead, Esq.

1818 **George Brydges Rodney, Lord Rodney,** Admiral. (1718-1792.)
Lent by Geo. Ellis, Esq.

1819 **George Brydges, Lord Rodney.** Admiral.
Lent by Jeffery Whitehead, Esq.

1820 **Admiral Sir J. P. Beresford, Bart., K.C.B.** (1760-1844.) By H. EDRIDGE.
Lieutenant, 1790. Commander, 1794. In 1795 was acting Captain of the Hussar frigate on the North American Station ; and in company with the Thetis, Captain A. F. Cochrane, engaged a squadron of five French heavily-armed store ships, two of which were captured. Was promoted to be Captain of the Raison frigate, inwhich, in 1797, he captured a rich Spanish ship near the Bahamas. Served during the war, principally in the West Indies and on the North American Station. In 1809 commanded the Theseus, in the fleet under Lord Gambier in Basque Roads. Baronet and Rear-Admiral, 1814. K.C.B., 1819. Vice-Admiral, 1821. G.C.H., 1836. Admiral, 1838. Died, 1844.
Lent by Jeffery Whitehead, Esq.

1821 **Admiral Sir C. Saunders.** (1720-1775.) BY J. SMART.
Lent by Jeffery Whitehead, Esq.

1822 **Adam Duncan, Viscount Duncan,** Admiral. (1731-1804.)
Lent by Jeffery Whitehead, Esq.

1823 **Adam Duncan, Viscount Duncan,** Admiral. By Muphhy.
Lent by Miss Morison Duncan.

1824 **Adam Duncan, Viscount Duncan,** Admiral.
Lent by Miss Morison Duncan.

1825 **Adam Duncan, Viscount Duncan,** Admiral.
Lent by Miss Morison Duncan.

1826 **Adam Duncan, Viscount Duncan,** Admiral.
Lent by Miss Morison Duncan.

1827 **Adam Duncan, Viscount Duncan,** Admiral.
Lent by Miss Morison Duncan.

1828 **Adam Duncan, Viscount Duncan,** Admiral. By Tassie.
Lent by Miss Morison Duncan.

1829 **Captain James King, F.R.S.** (-1784.) Lieutenant, 1771. Appointed, in 1776, second lieutenant of the Resolution, in Cook's third voyage. By the death of Captains Cook and Clerke, he succeded to the command of the Discovery; Captain, 1780. On his return to England wrote the third volume of the account of the voyage, and was elected a fellow of the Royal Society. Died at Nice, 1784
Lent by Walter Edward King, Esq.

1830 **John Jervis, Earl of St. Vincent, K.B.** (1735-1823.)
Lent by Sir William Biddulph Parker, Bart.

1831 **John Jervis, Earl of St. Vincent,** Admiral. By Bone.

1832 Ditto.

1833 Ditto. *Lent by Col. E. H. B. Lysons.*

1834 **Wedgwood Plaques** of John Jervis, Earl of St. Vincent, and of Edward Pellew, Viscount Exmouth.
Lent by Captain J. Buchan Telfer, R.N.

1835 **Admiral Roddam.** *Lent by R. J. Roddam, Esq.*

1836 **Admiral Sir Robert Calder.** (1745-1818.)
Lent by Wm. Baugh, Esq.

1837 **Admiral Sir John Borlase Warren.** (1753-1822.)
Lent by the Hon. Wm. Warren Vernon.

1838 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral. (1758-1805.)
Lent by Commander W. M. Annesley, R.N.

1839 **Bust of Nelson** in Black Wedgewood. *Lent by A. Chadwick, Esq.*

1840 **Horatio Nelson, Viscount Nelson.** (1758-1805.)
Lent by G. H. Rudd, Esq.

1841 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral. By Bone, after Abbot. *Lent by Jeffery Whitehead, Esq.*

1842 **Admiral Lord Nelson.** *Lent by Lady Thompson.*

1843 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral.
Lent by Herbert C. Chisman, Esq.

1844 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral.
Lent by George Ellis, Esq.

1845 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral.
Lent by O. R. Fabian, Esq.

1846 **Horatio Nelson, Viscount Nelson,** Admiral, and **Cuthbert Collingwood, Lord Collingwood,** Admiral.
Lent by the Earl Nelson.

1847 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral.
Lent by the Earl Nelson.

1848 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral. By DE KESTRE.
Lent by the Earl Nelson.

1849 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral.
Lent by Edgar Goble, Esq.

1850 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral.
Lent by Rev. Samuel M. Mayhew.

1851 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral.
Lent by Rev. Samuel M. Mayhew.

1852 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral.
Lent by Rev. Samuel M. Mayhew.

1853 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral.
Lent by Messrs. Collingridge Brothers.

1854 **Horatio Nelson, Viscount Nelson, K.B.,** Admiral.
Lent by Commander Charles McLaughlin, R.N.

1855 **Cuthbert Collingwood, Lord Collingwood,** Admiral. (1750—1810.)
Lent by Lady Wilson.

1856 **Captain John Wainwright, C.B.** (-1819.)
Captain, 1802. In 1809 commanded the Chifonne in a successful expedition against the pirates of the Persian Gulf; and in 1814 was Captain of the Tonnant on the coast of North America. Afterwards Lieutenant-Governor of the Royal Naval College at Portsmouth. Died, 1819. *Lent by Mrs. Dean Pitt and Miss Wainwright.*

1857 **Lieutenant John Wainwright.** (-1819.)
Lent by Mrs. Dean Pitt and Mrs. Wainwright.

1858 **Admiral Sir George Cranfield Berkeley, G.C.B.** (1753-1818.)
Served as a Midshipman in the Alarm frigate with Captain Jervis, afterwards Earl of St. Vincent. Lieutenant, 1772. In 1778 one of the Lieutenants of the Victory, carrying Admiral Keppel's flag in the action off Ushant, 27th July; was promoted to the command of the Firebrand fireship. Captain, 1780. Commanded the Recovery frigate in the relief of Gibraltar by Lord Howe in 1782; and the Marlborough, of 74 guns, in the action of 1st June, 1794. Rear-Admiral, 1799. Vice-Admiral and Commander-in-Chief on the Halifax Station, 1805. Commander-in-Chief on the coast of Portugal, 1808-12. Admiral, and Lord High Admiral of Portugal, 1810. G.C.B., 1814. Died, 1818. *Lent by the Lady Helen Macgregor of Macgregor.*

1859 **Sir Thomas Graves, K.B.** (1747-1814.) By PETER ROMER.
Lent by Sir C. B. Graves Sawle, Bart.

1860 **The Duke of Clarence, afterwards William IV.,** Admiral.
G. H. Rudd, Esq.

1861 **Prince William, afterwards William IV.** (1765-1837.) By COSWAY. *Lent by H.R.H. the Duke of Edinburgh, K.G.*

1862 **A Ring** containing Miniature of Admiral Lord Nelson when a young man. *Lent by Mrs. Charles Whitty nee Nelson.*

1863 **Edward Pellew, Viscount Exmouth,** Admiral. By J. SMART. *Lent by Jeffery Whitehead, Esq.*

1864 **Three Wedgwood Plaques,** Lord Howe, Lord Nelson, Admiral Duncan in one frame. *Lent by Montague Guest, Esq.*

1865 **Admiral Sir C. H. Knowles, Bart., G.C.B.** *Lent by the Misses Knowles.*

1866 **Admiral Taylor.** *Lent by Captain Murray.*

1868 **Medallion of Vice-Admiral Lord Nelson, K.B.** *Lent by General Viscount Bridport, K.C.B.*

1869 **Captain James Cook, R.N.** *Lent by George Ellis, Esq.*

1870 **Lieutenant Raper, R.N.** *Lent by Rear-Admiral Sir Lambton-Lorraine, Bart.*

1871 **Samuel Pepys.** *Lent by J. Cockerell, Esq.*

1872 **Admiral George Bentham.** (1787-1862.) By HEAPY.
Born, 1787. Lieut., 1805. Commander, 1810. Commanded the Heron at the bombardment of Algiers in 1816 and promoted to be Captain. Rear-Admiral on the retired list, 1851. Died, 1862.
Lent by the Misses Gipps.

1873 **Cameo,** presented to Admiral Viscount Exmouth by Pope Pius VII., in commemoration of the victory at Algiers and the abolition of Christian slavery for ever. *Lent by Viscount Exmouth.*

1874 **Admiral W. Albany Otway.** (-1815.) *Lent by Sir Arthur John Otway, Bart.*

1875 **Admiral William Bligh at age of 21.** By SHEE. (1753-1817.) *Lent by Lieut. G. F. Glennie, R.N.*

1876 **Captain James Cook, R.N.** (1728-1779.) *Lent by Admiral Sir Arthur Cumming.*

1877 **Captain James Cook, R.N.,** with signature attached. *Lent by Wm. Adams, Esq., F.R.C.S.*

1878 **Rear-Admiral Sir Hugh Clobery Christian, K.B.** (1747-1798.)
Lieutenant, 1771. Commander and Captain, 1778. Captain of the Suffolk, Rear-Admiral Rowley's flagship, in the action off Grenada, 1779. Captain of the Fortunée frigate in the actions off the Chesapeake, 5th September, 1781; at St. Kitt's, 26th January, 1782; and Dominica, 12th April, 1782. Rear-Admiral and Commander-in-Chief in the West Indies, 1795. K.B., 1796. Died, 1798.
Lent by Hugh Malcolm Robinson, Esq.

1879 **Admiral John Holloway.** (1747-1826.)
Lieutenant, 1771. Lieutenant of the Preston in 1778, when she engaged the French 80-gun ship Tonnant, 13th August; and in Bar-

1879—*continued.*

rington's action with D'Estaing at St. Lucia. Commander, 1779. Captain, 1780, and commanded the Vengeance, carrying Commodore Hotham's broad pennant, in the three actions between Rodney and De Guichen. Commanded the Buffalo in the relief of Gibraltar by Lord Howe in 1782. Captain of the Fleet to Admiral Hotham in the Mediterranean in 1795, in the actions of 14th March and 13th July. Rear-Admiral, 1799. Vice-Admiral, 1804. Admiral, 1809. Died, 1826.
Lent by Sir Arthur John Otway, Bart.

1880 **Admiral the Honourable Sir Alexander F. Inglis Cochrane, G.C.B.** (1758-1832.)
Lieutenant, 1778. Lieutenant of the Montagu in the action off Martinique on 17th April, 1780. Commander and Captain, 1782. In 1795, commanded the Thetis on the North American Station; and on 17th May, in company with the Hussar, captured two large French store ships out of a squadron of five. Commanded the Ajax in the expedition to Egypt under Lord Keith, in 1801. Rear-Admiral, 1804. Second in command, under Sir John Thomas Duckworth, in the action off St. Domingo, 1806, for which service he was made K.B. Vice-Admiral, 1809. Commander-in-Chief on the North American Station, 1814. G.C.B., 1815. Admiral, 1819. Died, 1832.
Lent by Miss C. F. Troubridge.

1880A **Sir Thomas Troubridge, Bart.** *Lent by Miss C. F. Troubridge.*

1880B **Sir Edward Thomas Troubridge, Bart., C.B., A.D.C.**
Lent by Miss C. F. Troubridge.

1880C **Captain Sir Jacob Wheate, Bart., R.N.**
Captain, 1782. Died at Bermuda, in command of the Cerberus, three days before this ship was lost, 1783. *Lent by Miss C. F. Troubridge.*

1880D **Honourable John Cochrane.** *Lent by Miss C. F. Troubridge.*

1880E **Honourable Basil Cochrane.** *Lent by Miss C. F. Troubridge.*

1881 **Captain Walter Bathurst.** (1764-1827.) By LETHBRIDGE.
Midshipman of the Yarmouth in the Battle of Dominica, 12th April, 1782. Lieutenant, 1790. Captain, 1798. Captain of the Ville de Paris, carrying Lord St. Vincent's flag in the Fleet off Cadiz. Continued serving actively during the war. Commanded the Genoa in the Mediterranean, 1824-7, and was killed in the Battle of Navarino, 20th October, 1827. *Lent by Mrs. E. M. Becher.*

1882 **Sir Edward Berry, K.C.B.** (1768-1831.)
Lent by the Rev. E. S. Carpenter.

1883 **George Keith Elphinstone, Viscount Keith,** Admiral.
Lent by Lord Willoughby d'Eresby.

1884 **Admiral Sir Charles Tyler, G.C.B.** (1760-1835.)
Captain, 1790. Commanded the Diadem in Hotham's action off Toulon, 14th March, 1795; the Warrior in the Fleet in the Baltic under Sir Hyde Parker, 1801; and the Tonnant, of 80 guns, in the Battle of Trafalgar, where he was severely wounded, and for which he received the gold medal. Rear-Admiral, 1808. Vice-Admiral, 1813. K.C.B., 1815. Admiral, 1825. G.C.B., 1833. Died, 1835.
Lent by Lieut. Geo. W. Tyler, R.N.

1885 **Admiral Sir Thomas Hardy.** (1769-1830.) *Lent by Mrs. Lowe.*

1886 **Commander William Augustus Thomson.** (1772-1852.)
Mate of the Pallas with Lord Cochrane in 1806. Lieutenant, 1807. Commander, 1832. Died, 1852. *Lent by Mrs. John T. Anderson.*

1887 **Captain George Nicholas Hardinge.**
Lent by Sir Edmund Hardinge, Bt.

1888 **Captain George Nicholas Hardinge, R.N.** (-1808.)
Captain of H.M.S. San Fiorenzo, and was killed in action with the French frigate Piémontaise, which was captured on the Coast of Ceylon after a running fight of three days, 8th March, 1808.
Lent by Arthur Woodgate, Esq.

1889 **Rear-Admiral George Morris.** (1778-1857.)
Midshipman of the Audacious in the action off Ushant, 28th May, 1794, in which he lost a leg. Lieutenant, 1796. Lieutenant of the Ardent in the Battle of Camperdown, 1797. Commander, 1802. Served actively during the war. Captain, 1812. Rear-Admiral, 1846. Died, 1857. *Lent by Lieut.-Colonel J. I. Morris.*

1890 **Admiral Sir Edward Hamilton, Bart., K.C.B.** (1772-1851.)
Lent by Sir Edward Archibald Hamilton, Bart.

1891 **Captain Edmund Boger.** (1776-1845.) By R. GILCHRIST.
Entered the Navy in 1789. Served in the Inconstant Frigate with Captain Thomas F. Freemantle in 1795-6. Commanded the Cruelle in the Egyptian campaign of 1800-1, and the Echo, in the West Indies, in 1804. Captain, 1806. Died, 1845. *Lent by the Rev. Canon Boger.*

1892 **Rear-Admiral Sir Robert Barrie, K.C.B., K.C.H.** (1774-1841.)
Born, 1774. Served as a Midshipman in the Discovery, with Vancouver, in his voyage round the world, and as Lieutenant in the Bordelais with Captain Manby, in a brilliant cruising commission in the West Indies. Captain, 1802. Commanded the Pomone Frigate in the Mediterranean under Lord Collingwood, and the Dragon on the coast of North America during the war with the United States. C.B., 1815. Rear-Admiral, 1137, K.C.B., 1840. Died, 1841.
Lent by Robert Barrie, Esq.

1893 **Admiral Sir Benjamin Hallowell Carew, G.C.B.**
For services, see No. 527. *Lent by Robert Hallowell Carew, Esq.*

1894 **Captain Edmund Palmer, C.B.**
Commander, 1804. Captain, 1807. In 1814, when in command of the Hebrus, captured the French frigate Etoile, "after an obstinate contest," for which he received the Gold Medal, 27th March. Afterwards serving on shore in North America, he took part in the battle of Bladensburg. C.B., 1815. Commanded the Hebrus at Algiers, 27th August, 1816. Died, 1835. *Lent by Lieut.-Colonel Edmund Palmer.*

1895 **Rear-Admiral Donald Campbell.** (1778-1857.) By R. BONGER.
Born, 1778. Acting Lieutenant of the Russell in the battle of Camperdown, 1797. Lieutenant, 1798. After actively serving through the war, was promoted to be Commander, 1807. Captain, 1811. Rear-Admiral, 1846. Died, 1857. *Lent by Jeffrey Whitehead, Esq.*

1896 **Vice-Admiral Sir Edward Codrington, K.C.B.**
Born, 1808. Son of Admiral Sir Edward Codrington, G.C.B. Severely wounded as Midshipman of the Asia (his father's Flag

1896—*continued.*
Ship), at the battle of Navarino, 1827. Captain of the Talbot at the siege of Acre, and of the Royal George in the Russian War, 1854-5. Died, 1877. *Lent by Major A. E. Codrington.*

1897 **Charles Dibdin.** *Lent by Henry Melton, Esq.*

1898 **Captain George Francis Lyon, R.N.**
Arctic traveller, companion of Sir Edward Parry in his Arctic Expedition, 1821. *Lent by James Roberts Brown, Esq.*

1899 **Admiral Barrington.** *Lent by Lady Thompson.*

1900 **Admiral Barry.** *Lent by Lady Thompson.*

1901 **Sir Thomas Boulden Thompson,** who commanded the Leander at the battle of the Nile, died as Comptroller of the Navy, 1825.
Lent by Lady Thompson.

1902 **Admiral Edgar.** *Lent by Mrs. Russell.*

1903 **Captain Cranston, R.N.** *Lent by Henry William Clarke, Esq.*

1904 **Captain Bradshaw, R.N.** *Lent by Henry William Clarke, Esq.*

1905 **Captain Lawrence, R.N.** *Lent by Thos. Wykeham-Martin, Esq.*

1906 **Admiral Sir H. Popham.** (-1817.) By STEWARD.
Lent by Home William Popham, Esq.

1907 **Captain Thos. Forrest, R.N.**
Lent by Thomas Vaughan Forrest, Esq.

1908 **Captain Forrest, C.B., R.N.** By RICHMOND.
Lent by Thomas Vaughan Forrest, Esq.

1909 **Lieutenant Thomas Forrest, R.N.** By RICHMOND.
Lent by Thomas Vaughan Forrest, Esq.

1910 **Admiral Robinson.** *Lent by Jeffery Whitehead, Esq.*

1911 **Admiral Sir Thomas Louis, Bart.** *Lent by Miss Louis.*

1912 **Admiral Edgar.** *Lent by Miss Neville.*

1913 **Admiral William Swiney.** By KEMAN.
Lent by Colonel G. C. Swiney.

1914 **Sir John Hawkins.** By PETER OLIVER.
Lent by the Earl of Rosebery, K.T.

1915 **Lieutenant Henry Raper.**
Author of "The Practice of Navigation and Nautical Astronomy," for which he received the gold medal of the Royal Geographical Society. Died, 1858. *Lent by Admiral Sir Lambton-Lorraine, Bart.*

1916 **Admiral Lord Nelson.** By A. W. DEVIS.
Lent by the Earl of Rosebery, K.T.

1917 **Rear-Admiral Sir James Athol Wood, Kt., C.B.** (1756-1829.)
Lieutenant, 1778. Lieutenant of the Anson in the battle off Dominica, 12th April, 1782. Commander, 1795. Captain, 1797. Highly distinguished at the capture of Curaçoa and the Danish West India Islands in 1807, and of Martinique, 1809. Knighted, 1809. C.B., 1815. Rear-Admiral, 1821. Died, 1829. *Lent by Lady Willes.*

1917A **Earl Howe,** after Gainsborough's picture in Trinity House.
Lent by Messrs. E. & E. Emanuel.

1917B **Horatio Nelson, Lord Nelson, K.B.,** Admiral.
Lent by the Earl of Rosebery, K.T.

1917C **Admirals Lord Nelson, Lord Howe, and the Earl of Camperdown.** Three Medallions in one frame. *Lent by Montagu Guest, Esq.*

1917D **Rear-Admiral Abraham Mills Hawkins.**
Born, 1784. Entered Royal Navy, 1798. Severely wounded August, 1812—right hand shattered and pistol shot in left arm—when first lieutenant of H.M.S. Horatio and in command of the Horatio's barge and three cutters, when capturing a schooner and cutter of the Danish Navy and a 400-ton ship (their prize), after a determined resistance, for which Lieutenant Hawkins obtained his promotion.
Lent by Christopher Stuart Hawkins, Esq.

1917F **Lieut.-Colonel Richard Graham, R.M.** In the Royal George as Second Lieutenant, 1783. In 1st Battalion R. M., commanded Troops in Fort St. Julian, Lisbon. Took part in the Expedition to Santona and the North of Spain, 1813. Served in Bermuda, and North America, under General Proctor, 1814. *Lent by Mrs Clayton.*

1917G **Captain Philip Graham, R.N.** *Lent by Mrs. Clayton.*

1917H **General Sir Fortescue Graham, K.C.B.,** R.M.
Born, 1794. Entered the Royal Marines as second lieutenant in 1808, and was at the taking of Walcheren, in 1809. He served in the artillery division of the Royal Marines from 1815 to 1825, and became first lieutenant in 1825, captain in 1837, lieutenant-colonel in November, 1851, colonel in 1854, colonel-commandant in 1855, Major-General 1857, Lieutenant-General 1865, and General 1866. General Graham served in America and Canada, in Spain and before Nankin, and commanded the Royal Marine battalion at the bombardment and surrender of Bomarsund in 1854. He held the appointment of aide-de-camp to her Majesty from 1854 to 1857, and commanded the Portsmouth Division of Royal Marines from 1855 to 1857, was colonel of the Plymouth Division from 1857 to 1860, and colonel of the Artillery Division from 1860 to 1867. Died, October 10th, 1880.
Lent by Mrs. Clayton.

1917I **Admiral Lord Nelson,** containing at the back some of his hair.
Lent by Nelson Ward, Esq.

1917J **Ivory bust of Sir John Hawkins,** in gilt frame.
Lent by Bradford R. J. Hawkins, Esq.

1917K **Admiral Sir Charles Saunders, K.C.B.** By SMART.
Lent by the Hon. Sir S. Ponsonby Fane, K.C.B.

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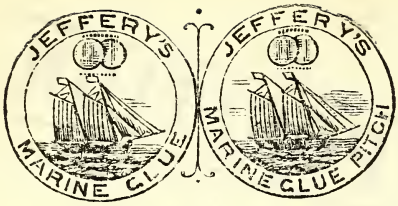
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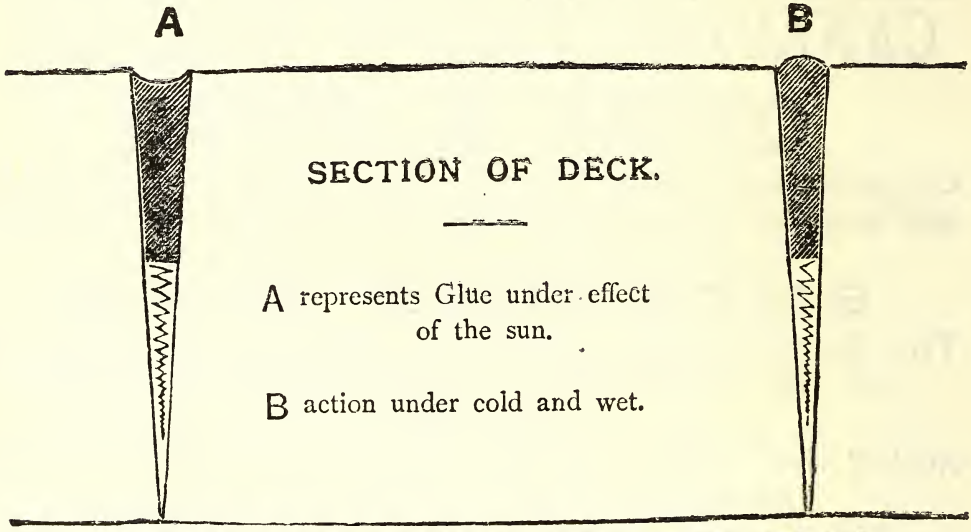
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1918 **Silver Soup Tureen,** presented to Captain John Wainwright (1802) in 1809 by Officers, R.N., and 65th Regt., who served under his command in the operations against the pirates of Rus ul Kleyma, Persian Gulf.
Lent by Mrs. Dean-Pitt and Miss Wainwright.

1919 **Silver Gilt Vase,** presented by the Patriotic Fund, in 1805, to Captain the Hon. T. B. Capel, for meritorious services at Trafalgar, when in command of H.M.S. Phœbe. *Lent by the Earl of Essex.*

1920 **Bread Basket,** presented to the 1st Lord Exmouth after the Battle of Algiers. *Lent by E. Joseph, Esq.*

1922 **Testimonial** entitled "La French Navigation," presented in 1866 to W. F. Larkins, Esq., by the French Government, as a mark of their high esteem of his labours for the promotion of the International Code of Sea Signals. *Lent by W. F. Larkins, Esq.*

1925 **Combined Gold Knife and Fork,** used by Admiral Lord Nelson.
Lent by General Viscount Bridport, Duke of Bronte, K.C.B.

1926 **Silver Salver,** presented, in 1770, by the Directors of the United Dutch East India Company, to Thomas Wilkinson, Esq., Commander of H.M.S. Swan, as an acknowledgment of services rendered to the Friesland, 9th Dec., 1770. *Lent by A. W. Corrie, Esq.*

1927 **Two Silver Spoons** picked up by the Hon. Archibald Cochrane, Midshipman of H.M.S. Speedy, after the fight between the Speedy, Lord Cochrane, and the Spanish frigate Gamo, 6th May, 1801.
Lent by his grandson, Blair Onslow Cochrane, Esq.

1928 **Two Silver Vases:** the first bearing inscription "From the Patriotic Fund at Lloyd's to Sir Edward Berry, Captain of H.M.S. Agamemnon, for his meritorious services in contributing to the signal victory obtained over the Fleets of France and Spain off Cape Trafalgar, 21st October, 1805." The second presented for similar services off St. Domingo, 6th February, 1806.
Lent by the Rev. Edward Stanley Carpenter.

1929 **Silver Drinking Cup** which belonged to Sir Francis Drake.
Lent by the Lady Eliott-Drake.

1930 **A Silver Plaque,** engraved on both sides, showing the circumnavigation of the globe by Sir Francis Drake.
Lent by the Lady Eliott-Drake.

1931 **Combined Knife and Fork,** with coronets and initials N. and B. used by Lord Nelson after the loss of his right arm.
Lent by Miss G. A. Edwards.

1933 **Silver-Gilt Cup and Stand** presented to Admiral Sir J. Leake by the Prince of Hesse after the Relief of Gibraltar, 1705.
Lent by Stephen Martin-Leake, Esq.

1934 **Silver Cup and Stand** presented to Sir Thomas Hardy by Lloyd's.
Lent by Lady Helen MacGregor of MacGregor.

1935 **Silver Cup and Stand** presented to Sir Thomas Masterman Hardy by the Committee of Lloyd's.
Lent by Lady Helen MacGregor of MacGregor.

1936 **Silver Cup** presented by the British Factory of Oporto to the the Hon. F. L. Maitland, Captain of H.M.S. Renown, for his services in protecting trade off the Coast of Portugal.
Lent by Colonel Crichton Maitland.

1937 **Silver Turkish Cup** presented to Lord Nelson by the Company of Merchants trading in the Levant, and left by him to his sister, Mrs. Bolton. *Lent by Earl Nelson.*

1938 **Silver Soup Tureen** presented by the Committee in London to Admiral Lord Amelius Beauclerk, in acknowledgment of his gallantry.
Lent by the Duke of St. Albans.

1939 **A Large Silver Soup Tureen** presented to Admiral the Hon. Sir Joseph Yorke for his exertions in the capture of French privateers and the protection thereby afforded to the commerce of Great Britain, 1793. *Lent by Captain the Hon. John Yorke, R.N.*

1940 **Silver Spoon** which was the property of Mr. Richard Grindall, R.N., when he sailed in the Resolution, under Captain Cook, in his second voyage round the world, 1772-1775. Herewith are also some curiosities brought home then from the Sandwich Islands.
Lent by Miss A. J. Grindall.

1941 **Flagon, Silver Gilt,** circa 1704, presented by Thomas Ridge for use in H.M. Dockyard Church, Portsmouth.
Lent by the Admiral Superintendent, Portsmouth.

1942 **Chalice, Silver Gilt,** circa 1704, presented by Thomas Ridge, for use in H.M. Dockyard Church, Portsmouth.
Lent by the Admiral Superintendent, Portsmouth.

1943 **Chalice, Silver,** date 1705, presented by Captains Littleton and E. Hobson, for the use of H.M. Dockyard Church, Portsmouth.
Lent by the Admiral Superintendent, Portsmouth.

1944 **Alms-dish,** presented in 1705 by Captain Littleton and E. Hobson for the use of H.M. Dockyard Church, Portsmouth.
Lent by the Admiral Superintendent, Portsmouth.

1945 **A Pair of Small Silver Candlesticks** for the Altar, presented by James Smith, M.D., 1704, to H.M. Dockyard Church, Portsmouth.
Lent by the Admiral Superintendent, Portsmouth.

1947 **A Pair of Silver Candelabra,** presented by the City of Exeter to Captain Louis for his services at the battle of the Nile.
Lent by Miss Louis.

1948 **Silver-gilt Cup and Cover,** presented by Queen Anne to Captain Robert Fairfax, R.N., for service at the taking of Gibraltar, and in the Battle of Malaga, 13th August, 1704.
Lent by Guy Thomas Fairfax, Esq.

1949 **Hot Water Dish and Cover,** belonging to and used by Lord Viscount Nelson, Duke of Bronte.
Lent by John B. Barkworth, Esq.

1950 **Silver Vase and Pedestal,** presented by Louis Philippe, to Vice-Admiral Otway at Paris.
Lent by the Rt. Hon. Sir A. J. Otway, Bart.

1951 **Silver Casket,** presented by the Grocers' Company to Commander Sir John Glover, R.N. *Lent by Lady Glover.*

1952 **Silver Centre-piece,** presented by the Colonial Office to Commander Sir John Glover, R.N. *Lent by Lady Glover.*

1953 **Silver Fork,** said to have belonged to Lord Nelson.
Lent by Mrs. Alfred Gould.

1954 **The Royal Victoria Yacht Club Gold International Challenge Cup.**
Lent by the Flag Officers and Members of the Royal Victoria Yacht Club.

1955 **The Venus Dish,** represents Venus navigating the sea on the back of a triton or sea god. Designed by the late Chevalier Schlick and manufactured by Elkington & Co.
Lent by Messrs. Elkington & Co.

1956 **Silver Vase and Cover,** presented to Viscountess Nelson by the City of London at the same time as a counterpart of the same was presented to Admiral Lord Nelson.
Lent by W. Clement D. Esdaile, Esq.

1957 **A Silver Kettle,** presented to Admiral Lord Collingwood by the Corporation of Newcastle-upon-Tyne.
Lent by Nathaniel George Clayton, Esq.

1959 **Silver Spoon** used by Captain Edwards on board the Bounty and Pandora.
Lent by Mrs. S. Edwards.

1960 **Silver Vase,** presented by Lloyd's to the widow of Captain John Cook, of H.M.S. Bellerophon, who fell at the Battle of Trafalgar.
Lent by Mrs. Rolles.

1961 **A well-worn Knife and Fork,** for one hand; formerly belonged to Admiral Lord Nelson. *Lent by W. Eyre Matcham, Esq.*

1962 **Two Silver Sauce Tureens,** presented by Lloyd's to Lord Nelson. *Lent by Maurice Nelson Girdlestone, Esq.*

1963 **Three Plated Mess Cups** which belonged to Admiral Lord Nelson. *Lent by Maurice Nelson Girdlestone, Esq.*

1964 **A Fork** (Dresden handle) on which is inscribed "Nelson and Bronte." Purchased at the sale of the effects of Rogers the poet, in St. James' Place, about 1860. *Lent by the Earl of Portarlington.*

1965 **A Pair of Silver Candlesticks** which belonged to Captain Cook, the Circumnavigator, Left to the owner's mother by Captain Cook's widow, who died at Clapham in the year 1835, at the age of 93. *Lent by William Adams, Esq., F.R.C.S.*

1966 **Silver Vase,** presented to Admiral Sir T. F. Fremantle, G.C.B., by the Patriotic Fund at Lloyd's. *Lent by Lord Cottesloe.*

1967 **Silver Gilt Centre Piece** representing Lighthouse Fort at Algiers. Presented by the Nation to Admiral Viscount Exmouth after the battle of Algiers, 1816. *Lent by Viscount Exmouth.*

1968 **The Mediterranean Plate.** The Trarnick Vase on Pedestal in Silver. Presented to Admiral Viscount Exmouth by the Officers who served under his command in the Mediterranean. *Lent by Viscount Exmouth.*

1969 **The Marseilles Plate.** Presented to Admiral Lord Exmouth by the Town of Marseilles as a Testimony of its gratitude (July 26th. 1815.) *Lent by Viscount Exmouth,*

1970 **Silver Covered Dish,** with naval crown; part of service given by Lloyd's to Admiral Lord Nelson. *Lent by Horatio Girdlestone, Esq.*

1971 **Silver Bowl** taken out of the Spanish galleon Nostra Senora de Covadonga, which was captured on the 20th June, 1743, by H.M.S. Centurion, Commodore (afterwards Lord) Anson. Lieut. Philip Saumarez, R.N., was at that time First Lieutenant of the Centurion. *Lent by Captain Philip de Saumarez, R.N.*

1972 **Box** with the Freedom of Plymouth, presented to Admiral Lord Nelson. *Lent by General Viscount Bridport, Duke of Bronte, K.C.B.*

1973 **Box** with the Freedom of Thetford, presented to Admiral Lord Nelson. *Lent by General Viscount Bridport, Duke of Bronte, K.C.B.*

1974 **Casket** with the Freedom of London, presented to Admiral Lord Nelson. *Lent by General Viscount Bridport, Duke of Bronte, K.C.B.*

1976 **Gold Box** presented to Admiral the Earl of St. Vincent with the Freedom of the City of London. *Lent by Lady Forester.*

1977 **Gold Box** with the Freedom of the City of Oxford, presented to Admiral Lord Nelson. *Lent by W. Eyre Matcham, Esq.*

Lent by Admiral H.R.H. The Duke of Edinburgh, K.G.

1978 **A Large Three-masted Ship or Nef,** in Full Sail with movable deck, Felicitas. Fighting tops on Masts. Hull richly chased with triumphal procession of Neptune and Sea Gods. On four chased pierced wheels. All parcel gilt. Nuremberg work.

1979 **A Smaller Vessel** to match, of same period and make.

1980 **A Three-masted Ship or Nef** in Full Sail, with fighting tops richly chased, pierced deck-houses, groups of Soldiers armed, Sailors, Cannon, &c. The Sails bearing the Royal Arms. The hull richly chased and gilt, with cannon at port holes and a boar's head at the stern. Two Anchors. Standing upon four wheels. All parcel gilt. Nuremberg work.

1981 **A Smaller Three-masted Ship or Nef,** in Full Sail, with fighting tops on the masts; groups of sailors on deck and in the rigging, twelve guns at portholes, head of Pan at the bows and flag at stern. Engraved "Clytus Rex Oceanus." Hull richly chased with sea-nymphs, &c. All parcel gilt, and resting upon pierced silver wheels. Augsburg work.

1982 **A Smaller Two-masted Ship or Nef,** with large two-storied and covered deck-house. Groups of men and women, sailors, soldiers, &c., with cannon on deck and at portholes. Hull chased with mermaids, &c. A swan at the stern; anchors at the bows; Arms, &c., chased on the sails. Parcel gilt. Resting upon four small wheels. Nuremberg work.

1983 **A Ship or Nef,** with one mast and sails; deck-house canopied; look-out, and two mounted cannons on platform at the bows. Royal Arms chased on sails, &c. Hull chased with mermaids and mermen. Anchors, Flags, &c. Dolphins supporting pierced wheels. Silver gilt. Nuremberg work.

1984 **Another to match.**

1985 **A Richly Chased Ship or Nef,** with Naval triumphs on one side, and Venus and Neptune with Cupid's attendant on the other. Three masts. Castle deck-house, with two towers on an arch at the stern. Foresail chased with crest. A few sailors on deck. The Hull resting on four wheels. Silver. Antique French.

1986 **A Three-masted Open-deck Ship** in full sail, with soldiers, sailors, mortars, shot, &c. Hull boldly chased with mermaids and mermen. Finely chased head and bust of sea monster at bow. Standing on four small wheels. Silver, part gilt. Antique Dutch.

1987 **Another** to match.

1988 **An Open Boat** with one mast and sail, five soldiers on half-deck. The hull chased with scrolls; a scroll handle at the stern; no rudder. On wheels. Silver gilt. Nuremberg.

1989 **Another** to match.

1990 **A Single Masted Ship** with one sail chased with Royal Arms of the period; two deck-houses, and canopy at stern, with groups of men, women, sailors and soldiers. A cannon at the bows. Anchor, flags, &c. Hull chased with sea-horses, mermaids, &c. On four small pierced silver wheels. Antique Nuremberg.

1991 **A Small Half-open ship or Nef** with one mast, three sails, flags, &c.; topsail richly chased with arms, crest, &c.; groups of men and officers, ladders, &c. Very richly gilt and chased. Resting on pierced and chased wheels. Nuremberg.

1992 **A Large Open Boat** chased to resemble a shell. One mast and two sails. Groups of men, women, sailors and soldiers on deck-house. Cannon, flags, &c. Silver-gilt, on a tall stand with chased foot, and group of sea-horses beneath the hull. Augsburg.

1993 **A Half-decked Ship or Nef,** with three masts and all sails set; hull, with elongated bow resting upon tall stand, filigree ornamentation between. Soldiers and sailors, &c.; two guns at portholes, and scroll bulwarks; anchor and chains at bows. Part gilt and with enamelled flags. Nuremberg.

1994 **A Small Single-masted Ship or Nef.** The hull chased with coat of arms; a canopy on deck, with anchor at the stern. Two or three men on deck and in the rigging; flags, &c. On tall stand, and supported by two dolphins. Old Dutch.

1995 **A small Ship** with two masts and all sails set. A covered deck with two deck-houses and one cannon, officers, men, women, and soldiers; two anchors, sails chased with arms and naval devices, flags flying. Engraved with name of vessel "Amicitia." Hull resting on two scroll feet. Old French.

1996 **An open Boat,** with fore and after deck, bows elongated and pierced, one mast and sail, flags, deck-canopy, and groups of men fighting. Silver gilt rests, on four small wheels. Augsburg.

1997 **A smaller Boat** to match.

1998 **A small open Boat,** with very tall masts and one sail, rigging, &c.; a small half-deck at stern, and two figures standing on a ball. Pierced gallery at stern. Gilt; resting on four wheels. Augsburg.

1999 **A model of an Old Three-decker,** in full sail. Parcel gilt. Old Dutch.

2000 **An open Boat** with four cannon mounted, men standing in groups, mast and sail, anchor, &c. The hull chased with dolphin and scroll work. Silver gilt. Mounted on single oval foot. Old Dutch.

2001 **An open Boat** with deck-house, mast, sails engraved with coat of arms, flags, &c. Shell; on small cast and chased scroll feet, with ornamental scroll mount. Augsburg.

2002 **A small open Boat,** covered aft, one sail and two flags. Silver-gilt, mounted on tall scroll stem and foot. Augsburg.

2003 **An open Boat** with one mast and sail, flags, rudder, anchor, &c. Engraved Crystal. Supported by a sea-horse and man, silver-gilt.

2004 **Model of a Dutch Barge.** Silver.

2005 **A pair of smaller Dutch Barges** with covered decks. Silver.

2006 **A pair of smaller models** with open decks. Silver.

2007 **Silver Model** of the Steam Schooner Yacht Helen, R.Y.S. (now Speranza), built for the late Marquis of Conyngham.
Lent by J. Wood, Esq.

2007A **Teapot** constantly used by Admiral Lord Nelson.
Lent by Mrs. H. Nelson Nelson-Ward.

2007B **Sugar Basin** used by Admiral Lord Nelson.
Lent by Mrs. H. Nelson Nelson-Ward.

2007C **Testimonial Silver Vase** presented in 1806 to Captain Richard Dalling Dunn, R.N. *Lent by Richard Duckworth Dunn, Esq.*

2008 **H.M.S. Britannia,** Jubilee Offering of the Royal Navy and Royal Marines to Her Majesty the Queen, 1837-1887.

The Britannia Model measures 25 ins. long, or, including the bowsprit and spankerboom, 31½ ins. To the top of the mainmast the height is 20 in. The ship is treated as though riding at anchor in harbour, the smooth water being represented by a sheet of uneven pale-green dull silvered glass. All the ports are open and the guns run out. The hammocks are all in the netting, and she carries nine boats, the launch, pinnace, and barge being hoisted inboard, two 10-oared cutters hanging from the davits, and the captain's gig in the water astern, attached to a Jacob's ladder by a painter. To indicate what the reduction to $\frac{1}{120}$th of the full size means, her anchors may be instanced, which weighed 110 cwts., ; but in the model are only 1¾ ins. long, and weigh only a ¼ of a troy ounce. Her 41 ft. launch is only a shade under 4 ins. long, and all the eye bolts and planking are distinctly shown. In the rigging about 5,000 ft. of wire are employed in making up the shrouds and stays and other ropes which are all three or four stranded according to their thickness, much of the wire used for the purpose being $\frac{1}{120}$ of an in. diameter. Her masts, bowsprit, and yards are built up of over 450 pieces ; and in the ship and her fittings there are nearly 4,000 separate pieces of silver, brazed and screwed and bolted together, including some 206 dead eyes and 200 blocks of various sizes. The elaborate stern with its galleries and carved side posts, and the figure-head, have been accurately modelled from pictures of the old ship lent for the purpose by an officer who served in her. Many of the drawings from which the Britannia herself was constructed, dated 1812, have also served to build up the silver model of her. A model of the St. Vincent, made many years ago by Admiral Sir Robert Stopford, and those in Greenwich Museum, have afforded invaluable information, and the rigging is done with the assistance of an old blue-jacket.

2009 **H.M.S. Victoria,** Jubilee offering of the Royal Navy and Royal Marines to H.M. the Queen, 1837-1887.

The Victoria is 34 ins. long, and has been made from a set of very exact and detailed drawings specially prepared for the purpose to the same scale as for the old three-decker, and supplied by Sir Wm. G. Armstrong, Mitchell & Co., so that complete accuracy has been ensured for the myriad details of this huge,

2009—*continued.*

complicated ironclad, with her revolving turret and its guns, her electric search light towers, the flying bridge, anchors and boats, of which there are 13, four being steamers and nine rowing boats. The 56 ft. torpedo boat with which she is furnished, weighs in the model about 2¼ troy ounces. The huge Inglefield anchor weighing several tons, would not be much too large in the model for a scarf pin, and yet every joint of it will move. The eight Nordenfelt guns, carriages and all, can be stood upon a florin, and weigh under half an ounce, and yet are made up of 118 separate pieces of silver. Each of the accommodation ladders is composed of 41 pieces. There are 136 stanchions to hold the rails round the sides of the ship, each with three holes drilled in it no larger than $\frac{1}{150}$th part of an inch, and the whole weighing $\frac{5}{8}$ of an ounce. These details of some of the parts comprising these two models will serve to show the minuteness of the work when such large objects as war ships and their fittings have to be reduced to model sizes. Altogether the two models have been built up of about 9,000 pieces, every one made to measurement. To fit these together about 5,000 separate solderings have had to be made, each time heating the parts to red heat, and something like 7,000 holes have had to be drilled.

Both ships to complete required something like 203 working drawings, to the scale of $\frac{1}{96}$th of an inch to the foot, and had to be specially made of the different parts of the two ships, so as to ensure accuracy of form and proportion.

The work was entirely carried out by R. Hodd & Son, at Minerva Works, 30 & 31, Hatton Garden, E.C.

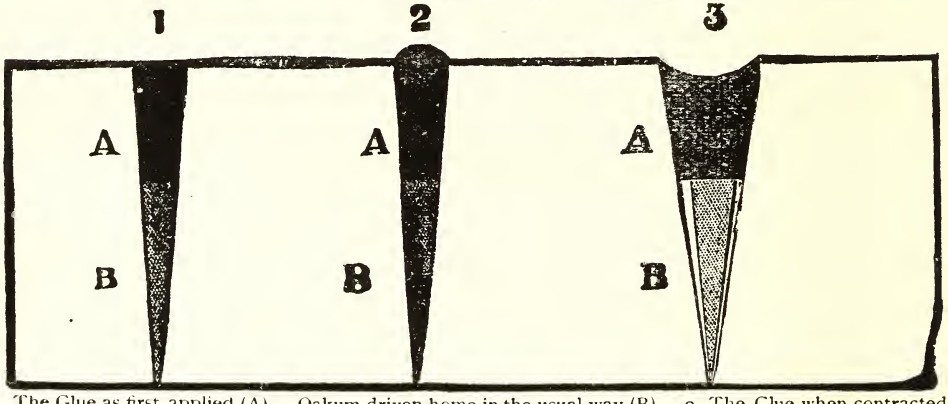
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Section of Deck showing application of Hay's Marine Glue.



1. The Glue as first applied (A). Oakum driven home in the usual way (B). 2. The Glue when contracted by swelling of the wood (A). 3. The Glue when expanded by the heat of the sun (A). (B.) Showing that although wood contracts and leaves the Oakum, the Glue keeps its hold, and secures soundness of the seam.

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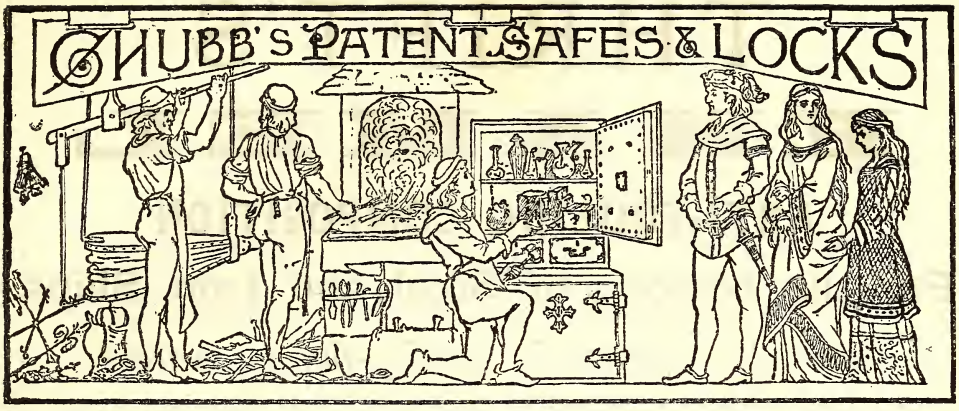
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THE CINQUE PORTS—"THE OLD ROYAL NAVY OF ENGLAND."

2010 Exhibits belonging to Cinque Ports.

(i.) Original Charter of Charles I.

(ii.) The Yarmouth Flag.

(iii.) The Register Book of the Cinque Ports (White Book).

(iv.) The Register Book of the Cinque Ports (Black Book).

2011 The Mayor and Corporation of New Romney.

(i.) Assessment Book, 1469—1492.

(ii.) Assessment Book, 1492—1516.

(iii.) Assessment Book, 1516—1522.

(iv.) Original Charter of Queen Elizabeth, and Case.

(v.) Two Silver-gilt Maces.

(vi.) Burghmate Horn.

2012 E. W. Knocker, Esq., Registrar of Cinque Ports.

(i.) Silver Oar or Mace of the Admiralty of the Cinque Ports. Knops gilt.

(ii.) Large Seal, with inscription, "Mag. Sigil. Castr. Dover et Curiarum Cancell. et Admir. Qvinq Port" (the great Seal of Dover Castle, and the Chancery and Admiralty Court of the Cinque Ports, Silver, 1692).

(iii.) Small Seal of Registrar's Office of Dover Castle. Copper, with wooden handle.

2013 The Mayor and Corporation of Faversham.

(i.) Mace No. 1. A Commonwealth Mace, altered in 1660, Silver-gilt. Head of Mace containing, at top, the Royal Arms, on sides, Rose, Harp, Fleur-de-lis, Thistle, each surmounted by Crown between the letters C. R. The whole surmounted with arched crown carrying the Orb and Cross. Shaft.—Upper part, four open worked brackets, length divided by two knops; at base, a heavy and much ornamented larger knop; bulbous, band winding round shaft with oak branches inserted containing leaves and acorns.

2013—*continued.*

(ii.) Mace No. 2. Made in 1755, Silver-gilt. Head of Mace containing, at top, the Cinque Port Arms. On sides (1) The Ancient Seal of Faversham; (2) "Sigillum Baronum de Faversham" (Present Seal); (3) Reverse of Present Seal with Legend "Libera Portus Ego Regis ut Arma Rego" (4) Mayoralty Seal with legend, "Sigillum Maioratus Ville de Faversham." Shaft plain, on upper part four open worked brackets, length divided by two knops, bulbous base.

(iii.) Moot, or Hundred Horn. Brass, covered with leather, in length 22½ in. Legend round mouth, "+ Ricardus. Juvenus. Me. Fecit." (Repaired 31 & 32 Hen. VIII.) The Customs of the Cinque Ports, as recited at a Court of Brotherhood at New Romney in 19 Hen. VII., required it to be blown to summon all concerned to the election of Mayors, Bailiffs, and Jurats.

CHARTERS, &C.

(iv.) 4 June, 36 Hen. III.—Royal Charter to the Barons of Faversham.

(v.) 20 May, 44 Hen. III.—Royal Charter to the Barons of the Cinque Ports (not mentioned in Jeake's Charters of the Cinque Ports),

(vi.) 17 June, 6 Ed. I.—Royal Charter to the Barons of the Cinque Ports.

(vii.) 28 April, 26 Ed. I.—Royal Charter to the Barons of the Cinque Ports.

(viii.) 14 Novr., 30 Ed. I.—Royal Charter to the Barons of the Cinque Ports.

(ix.) 20 June, 11 Ed. III.—Covenant for hire of a ship called the "Katerine" for the King's service.

(x.) 16 Hen. VI.—Deed of Composition between Dover and Faversham.

(xi.) 6 June, 10 Hen. VII.—Deed of Covenants between Dover and Faversham.

(xii.) 28 Eliz.—Privy Council letters for stay of ships in the Cinque Ports.

(xiii.) 28 Sept., 1634.—Inventory of goods of John Bennett, a sailor at Faversham.

2014 The Mayor and Corporation of Canterbury.

(i.) Large gilt mace presented by Admiral Graydon, Mayor, to the Corporation of Fordwich, near Canterbury. Said to be made of Spanish dollars which fell to his share at the taking of Porto Bello in 1740.

(ii.) The old mace, silver.

(iii.) The Corporate seal of Fordwich.

2015 The Mayor and Corporation of Folkestone.

(i.) Ancient Brass Horn used in the olden time to summon the Jurats and Commonalty of Folkestone to the place of Assembly in the Parish Church Yard to elect the Mayor.

2015—*continued.*

(ii.) Original Grants to the Barons of the Cinque Ports, on Parchment with original Seals : and one seal broken. No. 1 by Edward II., No. 2 by Edward III.

2016 The Mayor and Corporation of Hythe.

(i.) Cinque Ports Ship, 12th Century. Painting by HELEN S. WILKS, Hythe.

Cinque Ports Ships (2), 15th Century. Painting by HELEN S. WILKS.

(ii.) 2 Maces, Corporation of Hythe.

(iii.) Burgh Horn, date 1582, belonging to Corporation of Hythe.

(iv.) Ship Horn (very ancient) from collection of Henry Bean Mackeson, Hythe.

(v.) Agreement between Dover and Hythe for fitting out vessel against Armada, in possession of Corporation of Hythe.

(vi.) Charter of Cinque Ports, 6 Edward I., in the possession of the Corporation of Hythe.

(vii.) Letters Patent—Order for Shipping to Cinque Port, in the possession of the Corporation of Hythe.

(viii.) Order to take measures against Mahomedan Sea Rovers, 10 Charles I., in possession of Corporation of Hythe.

2017 The Mayor and Corporation of Hastings.

(i.) Silver Punch Bowl and Ladle presented by Canopy bearers at Coronation of George II., and Queen Caroline, made out of their share of the silver, &c. of the Canopies.

(ii.) Silver seal (Mayor's) old.

(iii.) A piece of Cloth with Gold fringe round it, and initial and date upon it, forming part of the Canopy held over Queen Anne at her Coronation.

2018 The Mayor and Corporation of Tenterden.

(i.) Silver seal.

(ii.) Brass seal.

(iii.) Silver gilt mace.

(iv.) Silver mace.

2019 The Mayor and Corporation of Dover.

(i.) Mace, silver gilt, weight 10 lbs. 3 oz. 19 cwt. Inscriptions, "Carolus Hic Posiuit Vestigia Prima Secundus, May 25, 1660;" and concealed, "1655. This Mace was made by Master Thomas Blackhouse, Ironmonger, being Maior of Stafford."

(ii.) Hand Bell, with inscription, "Petrus Greineus me fecit . . 91" (supposed to be 1491). Subject, Annunciation of Virgin.

(iii.) Burghmote Horn.

2019—*continued.*

(iv.) Silver Oar of the Mayor and Corporation of Dover, as Water Bailiffs. In brass case.

(v.) Seals. Two largest, obverse and reverse, of Corporate Seal. Ship common to Cinque Ports. Other device showing St. Martin (patron Saint of Dover) dividing his cloak with beggar.

Other five Mayor's Seals; largest of silver, with wooden handle. Next is Girdle Seal; smallest also silver.

(vi.) Charter of Queen Mary, with Royal Monogram, to the Mayor, Jurats, and Commonalty of the Town of Dover, the Rivage and Feriage of the port, A.D. 1553.

(vii.) Charter of Queen Anne appointing Water Bailiff and Governor of Prison, 27th March, first year of reign.

2020 **The Mayor and Corporation of the Ancient Town of Rye.**

A pair of Silver Gilt Maces, dated 1767.

2021 **Henry Griffith, Esq., F.S.A., London and Scotland.**

(i.) Ancient Silver Gilt Mace of the extinct Corporation of Pevensey.

(ii.) Seal and counterpart of ditto. Early 13th century. This is the most antique of the Cinque Port Seals. The obverse exhibits ship with lofty poop and (embattled) forecastle. The crew consists of eight men. Above the yard are a crescent and a star, and beneath it the royal arms of three lions passant. The legend is "Sigllv: Baronvm: Domini: Regis: Anglie: de: Peuenes." = "The Seal of the Barons of our Lord the King of England of Pevensey." On the reverse are two ships with their sails torn to shreds. In hindmost vessel a mitred figure, probably intended for S. Nicholas. Legend—*Sce. Nicolae Dvc. Nos. Sponte. Trahe. Peu.

(iii.) A Folio Volume, "A Survey of the Ports on the South West Coast of England, from Dover to Land's End, by Edm$^{d.}$ Dummer, Surveyor, and Capt. Thos. Wiltshaw, Esq$^{res.}$, Com$^{rs.}$ of His Ma$^{ties.}$ Navy. Together with Capt. Jas. Conaway and Capt. W$^{m.}$ Cruft, Masters of Trinity House, at Deptford. Delineated in July and August, 1698."

(iv.) Rule used in making above survey.

NATIONAL INSURANCE,
IN EIGHT PARTS.
By Captain Bruce, R.N., Admiral Sir George Elliott, K.C.B., and others.
See the "UNITED SERVICE MAGAZINE."

2022 Mayor and Corporation of Sandwich.

(i.) Carved oak Supporters of Queen Elizabeth, viz., the lion and red dragon; one supporting the arms of the Queen, the other the Cinque Ports arms. They were placed on two posts at Sandown Gate, Sandwich, when the Queen came to the town, staying from Monday, 31st of August, until Thursday, 3rd of September, 1572.

(ii.) The old Corporate Seal of Sandwich is of brass, in two parts. This Seal was affixed to a deed in the archives of Christchurch, Canterbury, dated 1317. It has probably been in existence since the 11th century

(iii.) The Common Horn, of great antiquity.

(iv.) The Customal of Sandwich on vellum, commenced by Adam Champeneys, a town clerk of Sandwich, in April 1301; oak cover.

(v.) 159 Letters bound, all of great interest and antiquity, the earliest bearing date 1295. There is an index at beginning and end of book.

(vi.) One of three shots found in the hold of a vessel recently come to view through the change in the current of the river Stour. The vessel was about 70 feet long, and after careful search through the annals of Sandwich it is supposed to be the vessel referred to as follows: "The Caryke that was sonke in the haven in Pope Paulus tyme, did much hurt to the haven and gether a great bank." 1464—71.

(vii.) Dead-eye, taken from a wreck of a supposed smuggler.

(viii.) Demi-john, from the same vessel.

(ix.) Bell from the Canopy used at the Coronation of George IV. (The property of R. J. Emmerson, Esq.)

"At a coronation, the Barons of the Cinque Ports bear over the King and Queen the silken Canopy, supported by four staves covered with silver, with small bells, silver-gilt. On that day they sit at the principal table, at the right hand side of the King. The canopy and bells are afterwards shared amongst the Barons."

2022A The Borough of Queenborough.

(i.) **1691.**—Declaration made by the Minister and Churchwarden of Queenborough that "Richard Sherburne, first Lieut. of their Majties ship Dutchess, upon the Lord's day, comonly called Sunday, being the 3rd day of May, Anno Domini 1691, imediately after Divine Service and Sermon, did receive ye Sacramt of the Lord's Supper."

Witnessed and signed "Isaack Adams, 3rd Lieut., and Benjamin Holmes, Master, of their Majties ship Dutchess."

(ii.) **169$\frac{5}{6}$.**—Ditto of "Capt. John Knapp, Comandr of his Majts shipp Monmouth."

Witnessed and signed by "Klopher Mims, Comandr of his Majtes shipp ye St. Michael, and John Thomas, Chaplain of ye said shipp."

(iii.) **169$\frac{6}{7}$.**—Ditto of "James Holmes, Capt. of his Majties ship Ossory."

Witnessed and signed by "Sir Haddock, Lieunt, and Edward Hockley, Mastr, of his Majties ship Torbay."

2022A—*continued.*

(iv.) **1701**.—Ditto of "Mr. Duncan Gregory, Chaplain of his Majties Torbay."
Witnessed and signed by "Lord Archibald Hamilton, Commander, and Mr. Edmund Hickes, Lieut. of his Majesties ship Torbay."

(v.) **1701**.—Ditto of "Lord Archibald Hamilton, Comander of his Majties ship Torbay."
Witnessed and signed by "Mr. Edmund Hicks, and Mr. Duncan Gregory, Chaplain of his Majties ship Torbay."

(vi.) **1701**.—Ditto of "Captain Peter Pickard, Comander of his Matys ship ."
Witnessed and signed by "Wm. Carter, Capt. of the Mary, and Jno Paul, Lieut. of ye Mary."

(vii.) **1708**.—Ditto of "The Honble James Lidleton, Commander of H.M. The Sovereign."
Witnessed and signed "John Jennings, Vice-Admiral of her Majesty's Squadron, and James Goble."

(viii.) **1711**.—Ditto of "Mr. Robert Harrison, 2nd Lieutenant of his Majesty's ship the Swallow."
Witnessed and signed "Francis Drake, Commander of her Majesty's ship ye Swallow, and J. John Besse, Lieutenant of the same."

(ix.) **1711**.—Ditto of "Capt. Francis Drake, Commander of her Majesty's ship the Swallow."
Witnessed and signed "John Bosse, first Lieuetenant of her Majesty's ship ye Swallow, and J. Robert Harrison, 2nd Lieutenant of the same."

(x.) **1714**.—Ditto of "Timothy , Esqre, Comander of his Majties ship
Witnessed and signed by "John Chamberlen, Comander of his Majties ship Hampshire, and John Temple, Esqre, Comander of his Majties ship Garland, ffireship."

(xi.) **1714**.—Ditto of "Capt. Charles Hardy, Comandr of his Majt ship the Weymouth."
Witnessed and signed by "Capt. Francis Cooper, Comandr of his Majt ship the Scarborough, and Capt. Thomas Marwood, of his Majt ship the Greyhound."

(xii.) **1715**.—Ditto of "Lieut James Hutchinson, of his Maties ship Swallow."
Witnessed and signed by "Capt. ffran Drake, and Captain Christopher O'Brien."

(xiii.) **1715**.—Ditto of "Captn Christopher O'Brien, Commander of his Maties sloop the Drake."
Witnessed and signed by "Francs Drake, Captn, and James Hutchisson, Lt of his Majesties ship the Swallow."

2022B **The Corporation of Lydd.**

(i.) The Town Seal.
(ii.) The West Ripe Seal.
(iii.) The Mayor's Seal.
(iv.) Box of Ancient Documents of the Corporation as recently restored under the direction of the Record Office, London.

2022B—*continued.*
(v.) Box of Charters.
(vi.) The Loving Cup.
(vii.) Silver Mace.

2022C **The Corporation of New Romney.**
(i.) Mayor's Seal.
(ii.) Town Seal.
(iii.) The Proclamation Ceremony, &c.
(iv.) Sketch, in colour, of the Canopy Service, William and Mary. By Miss Stringer.

2022D **The Local Government Board of Seaford.**
(i.) Bailiff's Court Book.
(ii.) Charter, Charles II.
(iii.) Charter of King Henry VIII., with translation of same.
(iv.) Silver Mace.
(v.) Bailiff's Seal of Seaford.
(vi.) Seal and reverse of same of Seaford.

2022E **Rev. Thomas Davis Lamb,** *c/o Town Clerk of Rye, Sussex.*
(i.) Pair of Shoes (White Kid).
(ii.) Two pair Red Silk Stockings.
(iii.) Muslin Rough.
(iv.) Sword and Belt (in three pieces).
(v.) Doublet, Gold Lace and Satin.
(vi.) Purple and Red Satin Coat.
(vii.) Pair of Knee Breeches, Gold Lace and Satin.
(viii.) Coloured Print of Wm. Phillips Lamb who wore the above as the Representative of the Ancient Town of Rye at the Coronation of George IV., and one of the Barons of the Cinque Ports who bore the Canopy.
(ix.) Silver Gilt Bell used on Canopy of George III. at his Coronation, with inscription at the base.

Lent by John Eliot Hodgkin, F.S.A.

MANUSCRIPTS, AUTOGRAPHS, BROADSIDES AND ENGRAVINGS, &c.

2023 **Instructions for the disposition of the Forces** in various parts of the kingdom for the repulse of the Spanish Armada, with indications of the places at which the Spanish troops were thought most likely to land. This document was found about two years ago among a large number of papers formerly belonging to Samuel Pepys the Diarist, and is of great interest.

2024 **Oct. 1st, 1600.**—"**A Certificate** of the ordinary charges at Chatham for the month of Septembre last past, amounting to £9860 9s. 2d. Signed by Ffoulke Grevyll, Sir Henry Palmer (controller of the Navy), and Sir Thos. Trevor."

2025 **1601.**—"**An Estimate of the charge for the Victuallinge** of Her Mats (Queen Elizabeth's) Shipps in Harbor the monethe of June, 1601." Signed by Nottingham and Sir Th. Trevor.

2026 The seamen were paid at the rate of 6½d. per diem. The "pryncipall maisters" had 5/- per week board wages.
The list of ships contains many familiar names.

2027 1611—1612.—"**Charges sustained at Woolwitch** in the monthe of January 1611—1612," includes "wages unto gravellmen for washinge and slubinge the dock both within and without the gates for the better shoringe His Highnes shippes," and other curious items in all £178 7s. 9d.

2028 1617.—"**An Estymate** of the charge of His Ma^te^ Shipps at the narrow seas for a pay to be made to the companies there serving and for other charges incident to the same by the space of iiij. monthes a weeke and a day. Begun the first of January, 1617, and ended the last of Aprill, 1618, next following."
Eight hundred men in all at 14s. per mensem each man. The wages and other expenses amount to £2,826 for the four months.

2029 1617.—"**A Certificate** of His Mat^ies^ ordinarye charges susteined at Portismouth within the moneth of April, 1617." The Clearke of the Cheque was paid at the rate of £20 per annum.

2030 1618.—"**A Breife Certificate** of His Mat^ies.^ ordinarye charge susteyned at Deptford in the month of October, 1618. £63 12s. 6d."

2031 1650. **Order to the Commissioners of the Navy, Whitehall,** October 25, 1650, that "the guns and all the amunicon belonging to the foure ketches bound for Scotland should be hastened away with all speed." Signed by P. Lyle, Valentine Walton, and Sir H. Vane (the regicide).

2032 1652.—**Letter** (to the Commissioners of the Navy) dated "Hill-house, 20th Janua., 1652. Halfe houre past eleven," from George Monck, suggesting "that he humbly conceives the taking of twelve frigots from y^e^ fleete here will be very prejudiciall to y^e^ hastening out of y^e^ maine Body, and that the twelve frigots joyning with those in ye West will not be sufficient to encounter with y^e^ Dutch Fleete and to interrupt them in their way homewards to Holland."

2033 **Portrait of His "Excellency George Monck,** Generall of all the Forces in England, Scotland, and Ireland, &c." Engraved by Gaywood.

2034 **Portraits of George, Duke of Albemarle and his Dutchesse.** A rare chap-print.

2035 **Portrait of George Monck, Duke of Albemarle.** Engraved by Sheppard after Log(g)an.

2036 1652.—**Contemporary Dutch Broadside.** Sea Fight between an English and a Dutch Fishing Dogger on the 9th August, 1652. This print, being in the Dutch interest, naturally relates to one of those skirmishes which resulted in favour of that nation.
The Dutch fishermen are represented as boarding an English fishing-vessel and nailing down its crew under hatches in sight of an English man-of-war. The master was rewarded with a gold medal, and each of his mates with a rose noble.

2037 **1653.—A holograph letter from Captain Roger Martin,** whose death is mentioned by Pepys (Diary, Aug. 1, 1666) addressed to the Commissioners of the Admiralty.

A curious effusion, complaining that he had neither a pilot on board, "nor any beare but what doth stinoke." Dated from on board the "Bristol" frigott. 5th August.

2038 **1653.—Contemporary Dutch Portrait of Martin Tromp,** who was killed on the quarter deck of his ship in the action of July 31, 1653.

2039 **1655.—A holograph letter from Admiral Sir George Ayscue,** addressed to Col. John Clarke, one of the Commissioners of the Admiralty, dated Feb. 4, 1655, recommending a Mr. Clarke as fit for employment.

Ayscue, Admiral under the Commonwealth and Restoration, one of the bravest and most capable commanders of his time, was taken prisoner by the Dutch in 1666, and by them ignominiously paraded through the towns for the people to gaze at. Contemporary report says that he was for this purpose painted, and provided with a tail!

2040 **Portrait of Sir George Ayscue.** A contemporary Italian print, the earliest, from which the others have been copied.

2041 **Contemporary Broadside Proclamation,** signed by Thurloe, appointing the 23rd of June, 1653, as a Thanksgiving Day for the Naval Victory over the Dutch on June 2 and 3 of that year. Most characteristic of the spirit and language of the time.

2042 **1652.—Document addressed to the Commissioners of the Navy** from the Council of State, dated White-hall, 25th Septr., 1652. Signed by "James Harrington, Presid." and "Jo: Thurloe, Cler. of the Councill;" approving the setting forth to sea into the States Service of three vessels—the "Princess Maria," "Armes of Scotland," and the "Dolphin."

2043 **1654.—Letter** dated "Ffairefax in the Downes the 7th July, 1654," addressed to the Commissioners of the Admiralty and the Navy by **Sir John Lawson, Admiral.** "All the shipps here fit for Action are sent abroad according to yo honors. order formerly received."

"The 'United Service Magazine' is the foremost Review for the Services."—*Times.*

2044 **Portrait of Sir John Lawson.** A contemporary Italian print, and the earliest portrait of him known.

2045 1656.—**Letter** dated "Edinburgh, 25 April, 1656," to the Commissioners of the Admiralty and the Navy from Lord Broghill, afterwards Earl of Orrery, complaining that "the pirats and ships of the enemy do so frequently take the Merchant-men which belong unto this countrey."

2046 1658.—**Warrant** to draw an order for payment to Lord Ffauconberg of £500 disbursed by him "for a Jewell given by his Highness dear Lord and ffather of blessed memory to Monsieur Mauchiun, who was sent to his late Highness by the Ffrench King." Signed by E. Mountagu (afterwarwds Lord Sandwich).

2047 **Portrait of Lord Sandwich** (the "my lord" of Pepys). By BLOOTELING, after Lely.

2048 1659.—**Holograph Letter** from John Thynne to "The Right Honoble His Highly Honnor'd Generale Montegue, at Mr. Crew's house in Lincolnes Inn Fieldes," dated March 25th, 1659-'60; recommending Robert Webster to Mountagu, and asking him to admit him into his ship (the Nazeby). On the 2nd April, 1660, Mountagu sailed for Holland to bring back Charles II. (See Pepys under that date.)

2049 1664.—**Contemporary Manuscript Address** presented to "his Highness The Duke of Yorke: upon his expedition To sea: the 9th of Novembr 1664." Pepys, who notes the departure of the Duke on this day, tells us on the 3rd of December, that after his having been abroad at sea three or four days with the fleet, the Dutch were all drawn into their harbours, and it "seemed like a victory." He appears to have considered, however, that it was not much of a triumph for the English, the retirement of the enemy being probably occasioned by the weather.

2050 **Portrait of "His Royal Highness James, Duke of York and Albany, &c."** (after Lely). "Sold by Alex. Browne at ye blew ballcony in little Queen Streett."

2051 1665.—**Contemporary Manuscript.** "Narrative of ye Signall Victory wch it pleased God to bestow upon his Maties Navy under ye Comand of His Royall Highness James Duke of York, againgt ye fleet of ye States of the United Netherlands, June 3, 1665." In this celebrated action, resulting in a decisive victory for the English, our fleet was commanded by the Admirals, the Duke of York, the Earl of Sandwich, Sir George Ayscue, and Admirals Penn and Lawson; and the Dutch Fleet by Opdam, Evertzen, Cartemaar, and Cornelius Tromp, son of the Great Tromp. The action was contested with great bravery and determination on both sides, and the slaughter was very great. Three persons of quality were killed by the side of the Duke of York, and soon afterwards Opdam was blown up and Cartemaar killed by a shot from the Duke of York's vessel. Sir John Lawson was wounded in the knee and subsequently died of his injuries.

"Lawson whose valour beyond faith did go,
"And still fights Opdam in the lake below."
(Poems on State Affairs.)

The loss of the Dutch was 18 ships, 6,000 to 8,000 men; that of the English, 7 ships and 2,000 seamen.

2052 1665.—**Contemporary and Rare Broadside** entitled "A Broadside more for the Dutch or the Belgick Lion couchant." This effusion contains the usual amount of braggadocio and bad taste to be found in the ephemeral productions of the times.

2053 1665.—**Another Contemporary Broadside** on the same subject, entitled "A Gratulatory Verse upon our late Glorious Victory over the Dutch, By the Author of Iter Boreale," also in a boastful vein.

2054 1665.—**Contemporary Dutch Broadside** with text containing a detailed account of the fight and names of the ships and captains. In the foreground may be seen the explosion by which Opdam's ship was blown up. It will be observed that the date is given in new style whilst the English Broadsides are of course in the old style. Opdam is mentioned here as "De Heer Van Wassenaer." This was his Dutch title and he thus signs his name in the rare autograph exhibited under the next No. But to the English he was always known as Opdam.

2055 **Document in Dutch signed by J. Van Wassenaer**, dated, Obdam this first August 1636. This is the very rare autograph of Opdam referred to above.

2056 **A Portrait of "Jan Evertsen, Lieutenant-Admiraal van Zeeland."** (Engraved by Houbraken.) One of the Dutch Admirals engaged in the action mentioned above.

2057 1665. **Very rough Contemporary Italian Etching** of the sea-fight above referred to.

2058 1665.—**Contemporary Dutch Broadside** containing a representation of, and emblematic commentary upon, the abortive attempt on the Dutch Fleet in Bergen on the 10th of August, 1665.

2060 1666.—**Contemporary Tract**, entitled "A True and perfect Narrative of The Great and Signal Success of a Part of His Majesties Fleet," &c., "the eighth and ninth of this instant August."

2061 1666.—**Contemporary Dutch print** of the famous four days naval action between the English and Dutch fleets, which took place on the 1/4 June, O.S. (11-14 June, N.S.), 1666. Both sides claimed the victory in the bloody encounter, and the valour of each was conspicuous. Sir Christopher Myngs, beloved by his comrades, was killed in the action, and Ayscue taken prisoner. The slaughter on both sides was prodigious, and hardly a ship on either side escaped undamaged. De Witt, who was no friend to the English, is reported to have said of them in connection with this action, that "if they were defeated their misfortunes redounded more to their honour than all their former victories. No fleet but theirs, after the severe usage of the first day, would have continued an engagement for three successive days longer. Englishmen may be killed, English ships may be burned, but English courage is invincible." The English Admirals engaged in this action were:—Prince Rupert, Albemarle (Monck), Myngs, Ayscue, and Berkeley. The Dutch:—De Ruyter, Cornelius Tromp, Evertzen, Meppel, Nes, and Vries.

2062 **Contemporary engraved Italian Portrait of Myngs,** the earliest known. On the fourth day of the great battle above referred to, he received a shot in the neck, after which, though in exquisite pain, he continued in his command, holding his wound with both his hands for above an hour. At length another shot pierced his throat and laid him at rest for ever.

2063 **1666.—Contemporary** and very rude Italian print of the above sea fight.

2064 **1666.—Another Contemporary Dutch print** of the above engagement.

2065 **1666.—Another Contemporary Dutch print** of the Victory, containing a portrait of De Ruyter.

2066 **1666.—A Contemporary Tract,** entitled "A True Narrative of the Engagement between His Majesties Fleet and that of Holland. Began June the First, 1666, at Two o'clock, afternoon, and continuing till the Fourth, at Ten o'clock at Night."

2068 **Portrait of Cornelis Tromp.** By Blooteling, after Lely.

2069 **Document in Dutch,** dated March 13, 1682, signed by C. Tromp, with armorial seal, as in portrait. A rare autograph.

2071 **Document** in Dutch signed by **C. de Witt.**

2072 **1666.—Original Document.** "Additional instructions to be observed in the next engagement, 18th July, 1666." Addressed "to John Kempthorne, Esq. Reare-Admiral of the Blew Squadron to be comunicated to ye severall ships of his division." The Original document signed by Rupert and Albemarle. Most interesting directions as to what was to be done, first, in case the English Fleet had the wind of the Dutch, and secondly under opposite conditions. The fight began just a week after, viz., on July 25th and is alluded to under the next No.

2073 **1667—Original Document,** dated Whitehall, November, 25th 1667, **signed by Prince Rupert,** directing the Commissioners of the Navy for all such supernumeraries as were borne on board Sir John Kempthorne's ship, the Defiance, in the action above alluded to.

2074 **Engraved Portrait** of Prince Rupert when young by Snyers after Van Dyck.

2075 **1666.—Contemporary and Rare Broadside in Rhyme,** dated, 1666, entitled. "A new ballad of a famous German Prince" (Rupert) "and a renowned English Duke, who on St. James' day fought with a beast with seven heads, called Provinces," &c., &c. Pepys says of this fight "Sir W. Coventry is not thoroughly pleased with the late management of the fight, nor with anything that the generals do, only is glad to hear that De Ruyter is out of favor and that this fight has cost them 5,000 men, as they themselves do report." Pepys also mentions that in this fight Banckert's ship was burned. A portrait of Banckert will be found under the next No.

2076 **Contemporary Dutch Portrait of D'Heer Adriaen Banckert,** Lieutenant Admiral over Zeelandt.

2077 **Fine Contemporary Portrait of Sir Thomas Allin** by P. Vandrebanc after Kneller. He concluded the articles of peace between Charles II. and Algiers, and was successful in engagements against the Dutch.

2078 **Holograph Letter,** dated Aug. 25th, from Sir John Kempthorne, "To ye principall officers of His Maties. Ordinance at ye Tower off London," saying, inter alia, "that he writes by this post to Mr. Secretarie Pepys to know His Matie's. pleasure what number of Guns shale bee kept aboard His Matie's. shipps in ye Harbor for Gard shipps."

2079 **1667.—Original Order** for payment to "Mr. ffrancis Moles, of London, Merchant, the sume of ffifteen hundred and seven pounds, eleven shillings and six pence, for price of fflanders hempe ..... delivered into His Matie's. stores at Woolwich the 17th May, 1667," signed by Sir John Mennes, Controller-in-Chief of the Navy, Sir William Batten, Commissioner of the Navy, (died 5th October, 1667) and Sir William Penn.

2080 **Portrait of Sir William Penn,** after Lely.

2081 **1667-68.—Certificate of Monies due,** amounting to £33 15s. 9d., for cordage delivered to Harwich, dated Navy Office, 15th Feb., 1667-68, and signed by Lord Brouncker, Sir John Mennes, and Thomas Middleton, Commissioner.

2082 **Engraved Portrait of Sir John Mennis** (Mennes).

Prints Illustrative of the Attack on Chatham by the Dutch under De Ruyter, C. De Witt, and Van Ghent.

The disaster resulting from this attack, as is well known, was occasioned by the supineness of Charles II. and the general want of public spirit. Albemarle has left a report of his own exertions in attempting to avert the *contretemps*, and his contempt falls heavily on the head of Mr. Commissioner Pett, who failed to sink a ship in the narrow channel which the Dutch had to pass. The chain across the entrance to the Medway was broken by the weight of two Dutch fire ships coming on to it one after the other.

2083 **1667.—Contemporary Dutch Print,** containing minute details of the taking of Sheerness on the 20th and 21st July, 1667. After R. de Hooge.

2084 **1667.—Companion Print to above** (after Schellinks) of the burning of the ships Royal James, Oak, and London at Chatham. The town, cathedral, and castle of Rochester are shown in the foreground.

2085 **1667.—Very large and fine Contemporary Engraved Dutch Broadside,** with explanation, containing separate illustrations of the breaking of the chain at the mouth of the Medway, the taking of Sheerness, the burning of the ships, and other incidents.

To illustrate the breaking of the chain by the Dutch vessels, a small engraving is annexed showing a similar operation at a much earlier period of history. It will be observed that the vessel's catwater is fitted with a saw to facilitate operations.

2086 1667.—**Another Contemporary Dutch Engraving,** giving a map of the Thames and Medway on a large and small scale.

2087 1667.—**Another Contemporary Map,** chart of the Thames and Medway, showing the movements of the Dutch fleet.

2088 1667.—**A very rude Contemporary Italian Engraving** of the burning of the ships at Chatham.

2089 **A very fine Contemporary Portrait,** by Bary, of David Vlugh, Rear-Admiral of Holland, in whose honour a gold medal was struck and presented to him, with a gold chain, by the States-General for his share in the exploit above referred to. In the background of the picture will be observed a tapestry, on which can be discerned a map of the mouth of the Thames, the island of "Scheppey," the Dutch fleet, &c.

2090 **An Engraving** of the gold cup presented to Cornelis De Witt for his share in the exploit. Engraved from the original in the possession of his family.

2091 **A Proof** before letters of an engraved portrait (by Houbraken) of Admiral Van Ghent, one of the Dutch Admirals engaged in the attack.

2092 **Contemporary Portrait** (by Blooteling, after De Jongh) of Van Nes, a celebrated Dutch Admiral.

2093 1667.—**Contemporary Portrait** (by Blooteling, after Van Eeckhout) of De Fries, a celebrated Dutch Admiral.

2094 1668.—**Document,** signed Sir John Berkeley (Commissioner of the Admiralty), and Sir John Chicheley, Master of the Ordnance, referring to the proposed substitution of one labourer for another in working the crane at Tower Wharf, with seal, a remarkable formality for so small a matter.

2095 **Original Contemporary Broadside** (with engraving designed and etched by Hollar) entitled a "True Relation of Captain Kempthorne's Engagement in the Mary Rose with seven Algier Men-of-War."

2096 **Engraving of The Old Navy Office,** in Seething Lane, London, pulled down about 1787. This view is extremely interesting as indicating the spot on which Samuel Pepys, Clerk of the Acts, and Secretary to the Admiralty, lived during almost the whole period covered by his diary. Admiral Penn lived hard by in the same building.

2098 1670.—**Very Interesting Document,** written for Samuel Pepys, and endorsed in his handwriting, concerning the behaviour of English Admirals when challenged to salute a foreign flag. The instructions given herein to the Earl of Essex were strictly adhered to, and the honour of the English flag vindicated. (See Smith's Pepys, vol. I., p. 127.)

2099 **Letter**, dated, Darby House, 9th January, 167$\frac{3}{4}$, signed by Samuel Pepys, author of The Diary, referring to a letter received by him in reply to a communication relative to the mutinous behaviour of the soldiers to the master of the vessel (the Greyhound), and to the necessities which he fears do but too reasonably provoke them to it, and trusting that some other provision than bread and cheese may be furnished.

2100 **Portrait of S. Pepys** by White (after Kneller), used as his *ex-libris* and also as the frontispiece to his book "The State of the Navy."

2101 **Portrait of S. Pepys** also by White (after Kneller), used only as his *ex-libris*, and very scarce.

2102 **Original Document**, dated "Whitehall, this 29th September, 1674," addressed "To the Principall Officers and Com^{es} of our Navy," superscribed by Charles II. and signed by S. Pepys, recommending John Russell for re-employment as boatswain in his old ship, "as a reward for his service in the Royall Soveraigne, and as a compensation for his sufferings in his captivity under y^{e} Moores, and the charge of his re-demeing himselfe therefrom."

2103 1674.—**Warrant** dated "this 24th 9^{ber} 74" appointing Robert Knewstub purser of a new fourth-rate now building at Woolwich. Signed by John Pepys brother of S. Pepys, whom he succeeded in his office at the Admiralty.

2104 1679.—**Original Broadside**, in rhyme, addressed to the Duke of York upon his return to England and referring to his command of the Fleet.

2105 **Order to receive Stores**, dated "Navy Office, this 2^{d} of Aug^{t} 1682," signed by Sir Richard Haddock, Sir John Narbrough, and Sir Phineas Pett.

2106 **Mezzotint Portrait**, engraved by W. Faithorne (after Closterman) of Sir Richard Haddock, Comptroller of his Maties Navy.

2107 1682. **Order to Pay** one debenture for the sum of Ten Pounds out of money remaining in Mr. Bertie's hands upon account of land and sea service, *signed by* (*the Earl of*) *Dartmouth*.

2109 1686.—**Receipt for £1,000**, in connection with the payment of the Garrison of Tangier and the construction of the mole there, given the 29th December, 1686. *Signed by Wm. Hewer* whose name appears so constantly in the Diary of Samuel Pepys.

2110 1698.—**Directions for forwarding Stores**, dated, "Navy Office, this 6th July, 1698," addressed "To the Storekeeper of his Maj^{e} Yard at Deptford," and signed (*inter alios*) by Sir Clowdisley Shovell.

2111 **A Bonbonnière** of English or perhaps of Dutch workmanship, entirely covered with devices in coloured straw. It represents, with considerable minuteness of detail, the capture of Porto Bello by Admiral Vernon, with six ships only, on November 22nd, 1739. The popularity of this exploit was extraordinary, and gave rise to an enormous issue of commemorative medals, mugs, tea pots, &c.

2112 A frame containing 16 different medals commemorative of the taking of Porto Bello by Admiral Vernon, in 1739, and of Fort Chagre.

(1) *Obv.* "Porto Bello taken by Admiral Vernon with Six Ships. Nov. 22, 1739."
Rev. The Royal Arms. "G.R."

(2) *Obv.* "Porto Bello taken by Admiral Vernon with Six Men-of-War only. Nov. 22, An. Dom. 1739."
Rev. "Vice-Admiral of the Blew, and Comer-in-Chief of all His Maj. Ships in the Ws. Ies. The Hon. Edward Vernon, Esq." View of Fort Chagre.

(3) *Obv.* "The British Glory Reviv'd by Admi. Vernon, Comr. Brown."
Rev. "Make room for Sir Robert. No Excise."

(4) *Obv.* "In Porto Bello ther's not his Fellow. Admiral Vernon."
Rev. "He took Porto Bello with Six Ships only. Nov. 22, 1739."

(5) *Obv.* "Admiral Vernon took Porto Bello."
Rev. "With Six Ships only. Nov. 22, 1739."

(6) *Obv.* "The British Glory Reviv'd by Admiral Vernon."
Rev. "He took Porto Bello with Six Ships only. Nov. 22, 1739."

(7) *Obv.* Insc. same.
Rev. "He took Porto Bello with Six Ships only. By Courage and Conduct."

(8) *Obv.* Ditto.
Rev. "He took Porto Bello with Six Ships only, 1739. By Courage and Conduct."

(9) *Obv.* Royal Arms. "G.R."
Rev. "Porto Bello taken by Admiral Vernon with Six Men-of-War only. Nov. the 22, Anno. Dom. 1739."

(10) *Obv.* "Admiral Vernon and Commodore Brown."
Rev. "Took Porto Bello with Six Ships only. Nov. 22, 1739."

(11) *Obv.* Ditto.
Rev. Ditto. Different dies.

(12) *Obv.* Ditto. Smaller size.
Rev. "Took Porto Bello with Six Ships only. Nov. 22, 1739. By Courage and Conduct."

(13) *Obv.* Ditto. Very small size.
Rev. "Took Porto Bello with Six Ships only. Nov. 22, 1739."

(14) *Obv.* "The Pride of Spain Humbled by Ad. Vernon. Don Blass."
Rev. "He took Porto Bello with Six Ships only. Nov. 22, 1739.

(15) *Obv.* "The Hon. Edward Vernon, Esq., hath once more Reviv'd the British Glory." (Fort Chagre.)
Rev. "By the Taking of Porto Bello with Six Ships only. Nov. 22, 1739."

(16) *Obv.* "The Spanish Pride Pull'd Down by Admiral Vernon. Don Blass."
Rev. "The British Heroes took Carthagena. April 17."

2113 Original Broadside in Verse (with music) "The Battel at Sea." In honour of the glorious victory at La Hogue (May 15th) by the combined English and Dutch Fleets, under Russell and Van Almonde, over the French, under Tourville.

"Broadsides we'll give them too, till *Monsieur* crys *Morbleu*
Des *Englctars* vill kill us all.
Whilst they scower, we will pour
Thick as hail amongst them, cannon-ball."

2114 A frame containing (1) a print representing St. James's College at Chelsea, which stood on the site of the present *Chelsea Hospital.*

2114—*continued.*
Chelsea College was founded in 1610, by Dr. Matthew Sutcliffe, Dean of Exeter, "to this intent that learned men might there have maintenance to answer all the adversaries of religion." Archbishop Laud called it Controversy College, and the Roman Catholics in derision called it an alehouse. In 1667, the date of the accompanying token, Evelyn delivered, by order of Charles II., the possession of Chelsea College to the Royal Society as a free gift. It was afterwards repurchased by that monarch (but query if the purchase-money was ever paid), and its site utilized for the present hospital.

(2) **A Farthing Token, unique,** of Chelsea College.

Obv. "Chelsey Colledge Farthing 1667."
Rev. A view of the College.

This token is described in the new edition of Boyne's Trade Tokens, vol. II. p. 814, from the present, the only known specimen.

2115 **1780.—Original Instructions** given by Commodore Collingwood to Captain Houlton of the Montague. Given on board the Grafton, off St. Lucia, the 4th April, 1780, signed Thos. Collingwood.

2115A **Diary** kept by Mr. Daniel Harrington on board the Victory.
Lent by F. Harrington, Esq.

2115B **10 Volumes of Shakespeare** damaged by shot on board H.M.S. Asia, at the battle of Navarino, October 20th, 1827.
Lent by Major A. E. Codrington.

2115C **Printed Sheet,** order of procession for Lord Nelson's Funeral.
Lent by Sir Clement Hill, K.C.M.G.

Lent by George Pritchard, Esq.

AUTOGRAPHS, &C.

2116 **23 Sept., 1586.—George Clifford, Third Earl of Cumberland,** eminent Naval Commander, to Lord Burghley. Holograph, asking Burghley to intercede with Queen Elizabeth for the loan of £10,000.

2117 **12 Oct., 1588.—Admiral Sir Francis Drake**—A letter signed by him, and by Edward Fenton, the Navigator and Commander, who also distinguished himself against the Spanish Armada, containing a statement of necessaries for the Low Countries, amounting to the sum of £20,723 13s. 4d.; also agreement for shipping horses, armour, lances, bows and arrows, muskets, powder, &c., &c., and provisions for 10,000 men, &c., &c.

2117A **4th December, 1594.—Treasury Order to pay £31,650** to furnish the sea stores and necessaries required to send to sea the Garland, Mary Rose, Elizabeth, Bonaventure, Hope, and Crane, with sundry merchant vessels, under the charge of Sir Francis Drake and Sir John Hawkins. "which ships to be prepared in order of Warr." £20,000 to be paid directly it is required and demanded, to prepare for the expedition to the West Indies under Admirals Drake and Hawkins, which sailed from England 1595, and terminated in the death of both of these great admirals. Order given under the Privy Seal, at our house in the Strand. Indorsed on this Order, in Lord Burleigh's holograph, is as follows :—"Make an order to pay to Sir John Hawkins and Sir Francis Drak y^e^ first 4 Thousand Pounds. W. Burghley." Drake and Hawkins never returned home; both died during this voyage, and within twelve months from the departure of this expedition.

2117B **July, 1601.—Lord Howard of Effingham, Earl of Nottingham.** Certificate, bearing his signature, showing the whole charge at Chatham, Deptford, Woolwich, and Portsmouth, for the month of July, 1601, amounted to the small sum of £1,271 17s.; also signed by three others.

2117C **28th July, 1602.—Sign-Manual of Queen Elizabeth** (very fine specimen) to a letter addressed to the High Sheriffs and Commissioners of the Musters in county of Norfolk, calling for fifty able and serviceable men, and for money, "having sent forth our fleet to the coast of Spain, and have resolved to reinforce our army in Ireland."

2118 **Dec., 1618.—Earl of Nottingham,** Charles Lord Howard of Effingham, Lord High Admiral, defeated the Spanish Armada, July, 1588. Signature to an order for charges at Chatham, Deptford, Woolwich, and Portsmouth, on the Treasurer of the Navy, for the month of December, 1618. He retired from the service just at this date.

2118A **1638.—The Booke of the Great Cause for the Shippe Money,** containing a full account in detail of the trial of John Hampden for refusing to pay the tax of 20s., levied upon him by King Charles I. for ship money. The Lord Keeper's speeches, the king's letter to the judges, Mr. St. John's defence of Hampden, the argument of the twelve judges, their decisions, and other matter contained in 1068 pages of manuscript. Written directly after the trial. The book is in the original binding, well written in the style of the period, and on its first page is written the name of the gentleman to whom it first belonged, one Thomas Windesor, who gave £3 10s. for it.

This well-known trial was the primary cause of the Civil War, four years later, causing the death of Hampden and the execution of the King.

2118B **1643.—English Navy—Civil War.** Consisting of 44 ships of 24,411 tons. Original Manuscript, upwards of fifty pages containing account of supplies delivered on board each ship from H.M. Stores within the office of the Ordnance. Each ship's account kept distinct, and all "appointed to serve at y^e^ seas in this p^esent^ expedition by warrant from the L^ds^ and Commons, Com^rs^ for y^e^ Admiralty."

Names of the ships are given, consisting of Bonadventure, X^th^ Whelpe, Nichodemus, Prince Royall, James, Dreadnought, John of London, and

2118B—*continued.*

the other war vessels. Some of the supplies delivered were round shot, cross-bar shot, cannon, culverines, sakers, mynions, barrels of powder, hand-grenades, fireworks, swords, beds, muskets, brass and iron ordnance mounted, and many curious entries.

He mentions Admiral de Courcy; speaking of General Moore's troops he says, "they seem to think of Corunna Bay to embark from, they appear to be in want of provisions and ammunition for 6 and 9 pounders, and camp equipage. . . . . General Beresford says the division he was in was much harrassed, many without shoes or stockings. . . . . Colonel Crawford commands the British light troops under the General. . . . . Have been told Bonaparte was in person at Astorga. . . . . "

2119 **No date (about 1650).—Prince Rupert**—Holograph to Thomas Eliot, one of the Grooms of the Bedchamber. "I send to you, here inclosed, the excellent answer to my declaration . . . Yesterday the rebels assaulted our men at Bellin, but had the worst of it, altho' far more in number; it caused the conversion of three who have taken service with us; they all assure us how ill they are manned. Capt. Allin made opposition yesterday . . . I shall be willing to confer with you and Sir John Mens about it to-morrow, about 9 in the morning. I will not fail to be at Long Neds . . . Friday, one of the clock."

2119A **8th February, 1652.—Admirals Blake and Richard Deane.** Letter to the Commissioners of the Admiralty, signed by both Admirals on board the Eryburgh, in the Twinn (preparing for the war with Holland), with part of the fleet, "we have, and in sight, little and great 40 saile, many of them in great want of seamen. . . ." . From this period Blake's brilliant achievements began—in the conflict with the Dutch. "Assuring you wee shall endeavour to answer the Trust reposed in us, and to manifest ourselves to bee your. . . . ."

2120 **7 June, 1653.—Admiral Robert Blake and George Monck.**—Warrant signed on board the Resolution, as joint Commanders, ordering Capt. Holman, Commander of the William and John, to sail for the Thames and to give "an account of what prisoners you have on board you, and the names of the Dutch captains, if you have any." This was written a few weeks before the death of Tromp.

2121 **31 July, 1654.—Admiral Sir John Lawson**—Letter written on board the Fairfax, in the Downs, to the Admiralty and Navy at Whitehall, respecting a man on board that had confessed to a murder committed three years before; also about victualling the ship, &c., &c. "The other day came in here a ship from Bilboa, named the Fortune, Jonas Smith master, bound for London, having in her three passengers, whereof was one Colonel Walter Harvy, having been seven years in the King of Spain's service; also one Irishman and one gentlewoman . . . but finding nothing upon examination whereby they might be detained, gave them their liberty . . . "

2121A **9 June, 1666.—Prince Rupert and The Duke of Albemarle,** signed as Admirals of the Fleet, appointing John Kempshorne Rear-Admiral of the "Blew Squadron," and thereby "Empowering you to weave a Blew Flag on the Mizon topmast head of His Majties Ship. Dated on board the Royal Charles, eight days after the great sea-fight off Harwich with the Dutch, which took place June 1st, 1666 With two seals.

2122 **27 June, 1671.—Admiral Edward Montagu,** Earl of Sandwich—Signature transferring £1,500 to George, Duke of Buckingham, about eleven months before his gallant death in Solebay.

2123 **13 July, 1698.—Admiral Edward Russell,** Earl of Orford, cousin of the patriot—Signature to a transfer assigning £300 of stock to one Mathew Aylmer, Esq.

2124 **7 May, 1703.—Admiral Sir George Byng, Viscount Torrington,** to Admiral Sir George Rooke—Holograph on board the Renelaugh at Spithead. "Vice-Admiral Leak sailed yesterday in the Northumberland to the Westward in order to join you, there remains still at St. Helena the St. George, which you left for Count Guildenlieu, who is not yet arrived. I have directions to send the Eagle into the Harbour of Portsmouth to clean, and being ordered to send a 70-Gun Ship to convoy the Ships and Vessels here to the Downs . . . Sir Cloudesly Shovel is not yet come down, nor have I any notice of his coming."

2125 **22 Apr., 1704.—Admiral Sir George Rooke**—Holograph dated from Royal Catherine at Lisbon to Lord ——— recommending Sir Martin Wytcombe to be appointed Queen Anne's Secretary or Resident at the Spanish Court, and he thinks that the Spanish War of Succession to be rapidly approaching, &c.

2126 **22 Jan., 1706.—Hon. Henry Boyle,** Chancellor of the Exchequer—Order, signed, to the Justices of the Peace for the West Riding of Yorkshire, urging strongly the necessity of putting in force the Impressment of Seafaring Men, and to look for such men as have withdrawn themselves into the Country to avoid the Press, and to get them impressed and given to the Press Master.

2127 **21 Apr., 1707.—Admiral Sir Clowdisley Shovell** (also signed by W. Hobart). Order, dated Lisbon, for the supply of Gun and Carriage, and other requirements for Panther. This admiral was lost on the Scilly Isles just six months and a day from this date.

2128 **22 Oct., 1727.—Admiral John Byng**—Holograph addressed to Sir Jacob Ackworth, written on board the Gibraltar just as he was appointed to his first command. Speaks of the quality of his Ship:—"No ship could do better in all respects than she does . . . . I have an order to carry Mr. Compton and his Lady to Lisbon. I believe you are sensible what poor convenience I have for the Ladies. . . . As soon as they come I shall march."

2129 **8 Jan., 1727-8.—Admiral Sir Charles Wager.**—Holograph, written from Gerbz, off Lagos, to Hon. Charles Stewart. "I wish you success in your work at the Mole, and shall be glad to help it forward. Byng has gone this morning for Lisbon . . ."

2130 **30 Oct., 1766.—Captain James Cook,** the celebrated English Navigator.—Holograph from St. John's, Newfoundland, addressed to Captain Debburg. "The angle at the place of observation which the Gibet Hill makes with the meridian is 90° 16′ 20″ from the south, or 89° 48′ 40″ from the north." Cook went to Newfoundland on this occasion to observe the Eclipse of the Sun in the Autumn of 1766.

2131 **20 Feb., 1730-1.—Admiral Sir John Norris.**—Holograph from Surrey Street, Strand. "You seem to think was my own choice, my resigning my appointment, but I assure you I was dismissed without the least knowledge of it . . . In the course of my life I have ever acted with great duty to the, and affection, to the constitution of our Country, in both which no man can lay anything to my charge, and this gives me all the quiet of mind an honest man can have. . . . I am glad so much of the Spanish wreck is saved and hope all the rest of the bullion will be so too." He asks for Sir Clowdisley Shovell's sister's son to be promoted in the Service, "the only relation he has left at Sea."

2132 **23 July, 1747.—Admiral George, Lord Anson** to Rear-Admiral Edward Boscawen—Holograph, written shortly after his victory and the capture of six French men of war. "I am sorry your old fortune did not attend you; I am sure if it had, the French commerce would have been totally ruined. . . . There is this moment arrived from Italy an account that the Sardinian and Austrian Army has beat a part of Marshal Bellisle's army." He mentions Admirals Hawke, Sir John Norris, Lord Sandwich, and others.

2132A **22nd October, 1753.—Admiral Honourable John Byron,** British Naval Officer and Circumnavigator. His sufferings when wrecked in the Wager are graphically described in his "Narrative." The poet was his grandson, who, in his "Epistle to Augusta," his sister, says :—

> "Reversed for him our grandsire's fate of yore,
> He had no rest on sea, nor I on shore."

Campbell, in his "Pleasures of Hope," gives a striking description. Signature, as Captain, for Phillip Carteret to join the Vanguard.

2133 **16 Jan., 1757.—Admiral Charles Watson**—his signature to a Commission appointing Edward Roberts 4th Lieutenant of the Salisbury. Dated from H.M. Ship Kent at Calcutta in the river Hoogley. This was signed just before the attack on Chandernagore and about seven months before his death.

2134 **12 March, 1757.—Admiral John Byng,** dated 48 hours before he was shot, being the duplicate of his last will and codicil, duly executed and signed thrice. Signed at the time he was awaiting his execution at Portsmouth.

2135 **28 Feb., 1759.—Admiral Edward, Lord Hawke**—Letter, signed, addressed to the Commissioners of the Navy, certifying that he, his retinue, and servants "were borne on the books" of H.M. Ship Ramillies from 26 Feb., 1758, to 28 Feb., 1759.

2136 **20 Aug., 1769.—Admiral Sir Hugh Pallisser**—Holograph to Joseph Sharpe, Esq., dated from Bagshot. In Sept. 1759 he led the body of seamen which assisted in the capture of Quebec, memorable for the death of General Wolfe. He was the early friend of Captain Cook the Navigator, and greatly assisted his promotion in the Royal Navy.

2137 **28 May, 1769.—Admiral Sir George Pocock**—Holograph, addressed to Mr. William (afterwards Sir William) Hamilton.

2138 **22 Feb., 1773.—Captain Constantine John Phipps,** Lord Mulgrave, to Sir Joseph Bankes—Holograph written from Harley Street at the time he was preparing his ships for his Arctic Expedition. "I don't know whether you knew before you went that I am to have two Ships and that they will be fitted as I wish."

2139 **17 April, 1773.—Admiral Augustus,** Viscount Keppel—Holograph, written from Bath to Henry Bullock, Esq.

2140 **13 July, 1782.—Admiral George Brydges, Lord Rodney.** His signature to a Bill of Exchange from Kingston, Jamaica, for £350 at thirty days sight on the Ordnance Office, London, for supplies to His Majesty's Fleet at Jamaica.

2141 **14 June, 1783.—Admiral Richard, Earl Howe**—Holograph to Sir Andrew Hamond, congratulating him on his safe arrival in England from Halifax. "I had not the least suspicion that you were delayed by accidents similar to those you met with in the Caton. . . ."

2142 **6 Nov., 1789.—Admiral Sir John Jervis, Earl St. Vincent**—Holograph, written from Brentwood to D. Serres, Esq. "As I came through the City yesterday in my chaise, I thought I saw the landing of Charles II. at Dover, and Oliver Cromwell removing the mace from the table of the House of Commons, hanging in Boydell's window; if so, I hope Mr. West has taken care of me . . ."

2143 **No date.—Admiral George Brydges, Lord Rodney.** His autograph in the third person.

2144 **No date (1791).—Captain Edward Riou** to Sir Charles Saxton. Holograph—Killed at the battle of Copenhagen, fighting gallantly. He said—"Come then, my boys, let us die together," when a shot literally cut him in two.

2145 **Dec., 1793.—Captain George Vancouver.** Signatures to an account of the Expenses of Gunner's Stores on board His Majesty's Sloop Discovery during his well known voyage of discovery. "Dec. 13 on the coast of California. May 25, 1794, fired to salute the King at his giving up the Island (Owhyhee) to his Britannic Majesty. Made a present to the King, by order of Captain Vancouver—one drum, complete . . . Burnt for the entertainment of the Chiefs, sky and water rockets. . . ."

2145A **Jan., 1794.**—See above.

2145B 1794.—**Admiral Sir Thomas Troubridge on board the Castor, at Spithead.** He was taken prisoner by the French shortly after, and regained his liberty at Lord Howe's victory after 1st June, 1794.

2146 16 Dec., 1795.—**Captain George Blagden Westcott.** Killed whilst in command of the Majestic, at the battle of the Nile. Naval certificate signed.

2147 19 Oct., 1796.—**Admiral Samuel, Viscount Hood.** Holograph signed from Greenwich Hospital to J. J. Jackson—"I enclose you a letter for the Commissioners and Captain Domett of the Royal George. . . ."

2148 4 Dec., 1796.—**Captain William Bligh,** Captain of H.M. Ship Bounty, and subsequently Governor of New South Wales. Naval certificate signed.

2149 **No date; but in June, 1797.—Admiral Horatio, Lord Nelson.** Written with his right hand about six weeks before its loss. His directions for approaching Cadiz, showing his intimate knowledge of the coast and Channel.

He wrote to Admiral Sir John Jervis at this time, saying—"I have given out a line of battle, myself to lead, and you may rest assured I will make a vigorous attack upon them the moment their noses are outside the Diamond."

2150 5 Oct., 1798.—**Capt. Thomas Bowen,** to Admiral Sir Horatio Nelson—Holograph, complaining that the Neapolitan Government had stopped a French ship he had captured at Messina, and the money on board her; dated from Naples.

2151 13 Sept., 1799.—**Admiral Horatio, Lord Nelson**—Very fine Holograph, written with his left hand, to the Bashaw of Tripoli. "I am told that your highness thinks that I should have shown you greater friendship . . . You will have heard that a French fleet ventured itself in the Mediterranean, and how the British fleet has chased it into the ocean, where I hope they will meet; and if so, I venture to assure you that the naval power of France will be totally annihilated. You will have heard of the total defeat of that vain fool, Bonaparte, by the English and the brave inhabitants of St. Jean D'Acre . . . You will have heard that I went into the Bay of Naples, landed the people from my fleet, took the Castles of St. Elmo, and had afterwards 6,000 French prisoners at my feet, besides rebels at Capua and Gael . . . and that a part of my Royal Master's fleet is gone to carry the King of Sardinia and his family to his kingdom. This is the glorious work I have been engaged in . . . ."

2152 30 Sept., 1799 to 4 Jan., 1800.—**Admiral Sir William Sidney Smith**—Tigre order book. The whole of the entries in the Admiral's writing, and signed by him daily, containing his general orders, and most interesting matter, over a period of three months during his Egyptian expedition in the locality of Aboukir, Damietta, Alexandria, and the Egyptian coast.

2152—*continued.*

Extracts.

23 Oct., 1799, Damietta. "A good look out to be kept towards the enemy. At 4 o'clock the boat to be hoisted out and armed; Lieut. Bushby to take the launch and pinnace and go and reconnoitre the position of the enemies' vessels and the mouth of the river."

22 Dec., 1799. "Lieut. Wright to take the launch and barge at 4 o'clock and go for Lt.-General Desaix . . . carrying two baskets and the note herewith for General Kleber; a subaltern's guard to be clean, ready to receive the Lt.-General above named . . ."

2152A **16 Oct., 1779.—Admiral George Bridges, Lord Rodney.** Holograph to James Galbraith. He is credited as being the *first* to adopt the manœuvre of breaking the line—as he did in the battle of April 12th, 1782, when the Dutch Settlement of St. Eustatia was taken. In January, 1780, three months after the date of this letter, he defeated the Spanish fleet under Admiral Langara off Cape St. Vincent.

2153 **16 Dec., 1800.—Admiral Sir Alexander John Ball,** Governor of Malta, and friend of Nelson, to Sir Sidney Smith—Holograph letter, dated from Malta: "I shall ever retain the highest sense of your exertions and influence in procuring corn for this island at a time of such general scarcity. I have now 3 months corn stored, but shall require 10,000 salms more to serve until the next harvest . . . ."

2154 **29 May, 1800.—Admiral Sir Philip Charles Calderwood Durham**—Holograph letter to James Strange, Esq., M.P. "In case Mr. Bell, Wine Merchant of Guernsey, should draw on your house in my absence, I beg you will honor his draft. I have received orders to proceed with some transports, &c., under my commander to Gibraltar."

2155 **25 Feb., 1800.—Admiral George Keith Elphinstone, Viscount Keith**—Holograph letter written off Malta in the Queen Charlotte. "I am still here and hardly know how to quit it; Lord Nelson and Troubridge are both so unwell; the French know the fate of the intended succour and desert 'some' every day; they are preparing their ships to push out . . . Assure the royal family their commands will honour me at all times . . . and make my best regards acceptable to Lady Hamilton." Three weeks after this the Queen Charlotte caught fire and blew up, and of 840 souls only 168 were saved. Lord Keith was fortunately on shore at the time.

2156 **28 Sept., 1800.—Captain Thomas Louis,** to Sir Sidney Smith.—Holograph letter written on board the Minotaur at Mahon. "I am quite sorry for the loss of H.M. Ship Cormorant, and have, agreeable to Lord Keith's orders, sent the Termagant to you . . . Lord Keith has gone upon some piece of service that is not yet known. Affairs are going on well in this part; Malta at last fallen, and the French landed in France. I hope you enjoy your health and that we shall all some day meet in Old England."

2157 28 Dec., 1801.—**Admiral James, Lord de Saumarez**—Holograph letter, written on board Cæsar, Gibraltar Bay, to — Le Mesurier, Esq. "We have accounts from London so late as the 15th, at which time great hopes were entertained that the definite treaty would be speedily concluded, but from the precautions taken by government in sending a large naval force to the West Indies, it would appear we rather doubted the intentions in that quarter, where the French are sending a powerful armament under pretext of subduing St. Domingo."

2157A 21 April, 1802.—**Paris, 2nd Florial, 10 a.m.** Admiral Pierre C. J. B. S. Villeneuve, French Naval Commander at Trafalgar.

Holograph to Citizen Minister, acknowledging his letter—announcing that the First Consul had named him (Villeneuve) to the Command of the Escadre, destined to retake the Island of Martinique, and ordering him to repair to the Port of Brest to accelerate the armament, &c.

2158 4 Sept., 1803.—**Admiral Roddam**—Holograph written from Killingworth, near Newcastle-on-Tyne, on the renewal of the war with France. "I am fully of opinion by such proper methods this country will find its best security, and I trust in the Almighty, Britain will be enabled to subdue its foes both foreign and domestic. My professional services of 69 years to my sovereign and my country I offered to resume last March . . . "

2159 6 July, 1803.—**Admiral Sir Philip Bowes Vere Broke**—Holograph from Tunbridge Wells to S. Kilderbee, Esq., respecting the sale of one of his farms in Essex. The purchaser failed to pay down the full amount of the purchase money on day agreed, but "he will be anxious to get business concluded, from an apprehension that I shall be sent to sea . . . I am glad to hear you are so stout again, you will be ready to prosecute Bonaparte if he trespasses upon our manors. If I can't get a ship, I must come home and turn soldier . . . . "

2160 17 Nov., 1804.—**Admiral Sir John Thomas Duckworth.** Holograph, written on board the Spark at Port Royal. To James Sykes, Esq. Complains that his business had not received that prompt attention from the hands of Mr. Sykes that it should have had. "The prize I mentioned was not the Morning Star but a valuable Spanish ship brought into Gibraltar by the Phœnix, Captain Halsted, and Emerald, Captain Waller, whilst my Flag was flying there in March, 1800, and for which my share as junior Flag Officer with Lord Nelson was calculated at £1,000 each, consequently Lord Keith's two . . . "

2161 23 Sept., 1804.—**Admiral Sir John Borlase Warren**—Holograph to Sir Joseph Banks, written from St. Petersburgh. Introducing Mr. De Novaslzsoff, a Russian Minister of Justice. "A man of worth and talent, and high in the Imperial confidence. His object in travelling to England is to collect whatever information he can respecting the British laws and the mode of administering them. . . . "

2162 17 June, 1805.—**Admiral Lord Nelson** to Sir Richard Bickerton —Holograph written on board the Victory with his left hand. "I cannot tell you what I wish you to do, as I cannot know the state both you and the enemy are in on the Mediterranean; there-

2162—*continued.*
fore I can only say I am approaching you, and so are, I believe, the French Fleet, and I think they will go to Toulon, therefore be upon your guard against a surprise, especially if you are off Cadiz. . . . I send you a brief account of my West India trip and General Brereton's unfortunate intelligence, which led me wrong, or June 6 would have been a fighting day; but I must not despair, perseverance will do much. . . ."

2163 21 Aug., 1805.—**Admiral Sir George Martin**—Letter signed on board the Barfleur. To the Commissioners of the Navy, asking to be allowed the cost of 19 new beds issued to 19 men who lost their hammocks during the action of 22nd June, 1805, off Ferrol, between Admiral Sir Robert Calder and Villeneuve.

2163A 1805.—**Morning Chronicle**, containing a copy of Collingwood's dispatch giving account of the Battle of Trafalgar and the Death of Nelson.

2163B 1805.—**Order signed by Lord Nelson** and by his secretary John Scott for survey of carpenters' stores on board the Conqueror, Captain Pellew.

2163C 1805.—**Lord Nelson's last writing on shore in England.** Envelope addressed to Lady Hamilton, Merton, with his initials thereon, just as as he was leaving the "George Inn," Portsmouth, to go on board the Victory.

2164 15 Aug., 1806.—**Admiral Cuthbert, Lord Collingwood**—Holograph on board the Ocean, off Cadiz, to Nathaniel Clayton, Esq., Town Clerk of Newcastle-on-Tyne, thanking in warm terms the Corporation of Newcastle for the presentation of a piece of plate, and for the further honour of agreeing to have his portrait hung in the Mansion House. This portrait was painted by the desire of the Royal Volunteers of Newcastle, of which place Collingwood was a native. See No. 407.

2164A 1809.—**Admiral Collingwood on board the Ville de Paris, off Toulon.** Letter signed, containing proposed "Signals and Recognizances" between British and Portuguese ships, together with a sketch of the flags, with proposed key.

2164B 13 Jan., 1809.—**Admiral Sir Samuel Hood.** Present in many glorious actions, was with Nelson at Teneriffe and the Nile; wounded and lost his right arm in 1806.
Autograph letter signed on board the Barfleur, ordering vessels to proceed without delay to the Bay of Corunna for the purpose of embarking the troops under the command of Sir John Moore, who was killed three days later.

2164C 18 June, 1810.—**Captain John T. Peyton**, at the Battle of the Nile commanded the Defence, 74 guns, 590 men. 4 killed and 11 wounded.
Holograph dated from Cadiz, taking specie to Lisbon—*Address to Hon. G. C. Berkeley at Lisbon.*

2165 **25 May, 1811.—Admiral Sir Richard Keats**—Holograph on board the Milford, Cadiz. To Admiral George Berkeley, Commander-in-chief, Tagus. "The campaign has indeed been glorious and perhaps has given the first solid shock to the colossal power of the French. The battle of Albuera is greatly to be attributed to the same great general . . ."

2166 **12 Nov., 1812.—Admiral Sir Edward Berry**—Holograph, written on board the Barfleur, at Spithead, to James Halford, Esq. He is on the point of again going to sea; he likes the ship and officers; Lady Berry intends to join him next autumn at Minorca.

2166A **1 June, 1813.—The Action between H.M.S. Shannon and the Chesapeake.** Certificate signed by Captain P. B. V. Broke, his Lieutenant, the Master, and Surgeon on board the Shannon, that James Clarke was severely wounded in this action by a musket ball in the left shoulder, by splinters in the left arm, and by cannister on the upper part of the left hip. Clarke was an ordinary seaman and a native of Shetland.

2167 **4 Sept., 1813.—Admiral Sir Robert Calder,** dated from Plymouth, to Sir George Berkeley: "It has been a tough morsel, this St. Sebastian, but I hope it is now over, and that you may reap the glory and advantages of its fall. This comes to you by Rear-Admiral Martin, sent out in the Creole, to go to the Marquis of Wellington, by Lord Melville, to know his lordship's plans and wishes respecting the naval assistance required . . ."

2168 **14 Oct., 1813.—Sir John Franklin,** Arctic Voyager. Holograph on board the Bedford in the Downs. To Mrs. Matthew Flinders. Captain Flinders was much engaged writing an account of a voyage to the Terra Australis, and Franklin says: "I can easily fancy Captain Flinders to be fully occupied . . . I am truly rejoiced he keeps his health and spirits in such good trim, in spite of the intense reading and close application he must have had these last two years . . ."

2169 **17 Sept., 1814.—Captain P. Pipon**—Report, sent to Sir Joseph Bankes on his finding the home of the mutineers of the Bounty, at Pitcairn Island. He was the captain of H.M. Ship Tagus, and was in company with Sir Thomas Staines, the Captain of the Briton, Captain Pipon's narrative of this event is very clear and particular, and gives the fullest information of the condition of the mutineers from their landing on the island until their death. Adams alone being then alive, having been on the island 25 years.

2170 **23 Nov., 1816.—Admiral Edward Pellew—Viscount Exmouth**—Holograph, written shortly after his return from the bombardment of Algiers (Aug. 27, 1816). "My family and myself think it practicable to make some alteration in my arms, and I wish to consult you on the subject. . . . . The saving the crew and a regiment of troops, above 600 souls, out of the Dutton when shipwrecked at Plymouth, and the attack of Algiers and its consequent release of our fellow Christians and the abolition of Christian slavery" . . . he declares to be the two leading features of his life.

2171 **7 Sept., 1819.—Admiral Sir Thomas Masterman Hardy** (Flag Captain to Lord Nelson on board the Victory)—Holograph, written on board the Superb, at Plymouth, to Captain R. B. Young. "Lord Nelson always expressed himself much satisfied with your zeal and good conduct . . . . had his lordship been spared (I have no doubt) he would have recommended you. . . . ."

2172 **3 Dec., 1819.—Admiral Sir Israel Pellew**—Holograph to Sir Sidney Smith. He accompanied Lord Nelson to the West Indies in 1805, and was at the battle of Trafalgar in command of the Conqueror. The letter is on the death of his son Edward (his only child), killed at Paris, 6 October, 1819, in a duel, by Lieut. Walsh. The loss overwhelmed him with sorrow.

2173 **26 April, 1823.—Admiral Sir George Cockburn**—Holograph to Sir Sidney Smith, acquainting him that his nephew, Mr. W. H. Smith had been promoted to be Lieutenant of the Martin in the Mediterranean.

2174 **10 July, 1825.—Captain R. W. Otway**—Holograph to Captain Young.

2175 **7th Aug., 1827.—Admiral Sir Edward Codrington**—Holograph to W. Hoffman. Written at Smyrna a short time before the battle of Navarino—counter-ordering the despatch of the "Sun newspaper," as they never arrive in time.

"I get 'Galignani's Messenger,' which contains the cream of all English news . . . ."

2175A **1827 or 1828.**—The following **Conundrum,** written, and probably composed by, Admiral Sir William Sidney Smith, about the year 1827 or 1828:—

Of base extraction, origin most low,
My elevation to the stocks I owe,
Nor bulls nor bears I fear, yet won't dissemble,
A run on any bank would make me tremble;
Stout, free and generous, now and then engage
In the destructive passion of the age.
Give balls and routs, though my address be rough
My company will cheer you; that's enough.

Can any reader find the answer?

2175B **Card of Admission to the Funeral of Lord Nelson.**

2176 **5 March, 1828.—King William IV.**—signed as Prince William, Duke of Clarence.—Holograph, written from the Admiralty.

"In answer to yours of the 29th Feb., enclosing a memorial from yourself and others, Flag Officers, who were, at the time, Captains under Lord Nelson in the action off Copenhagen . . His Majesty's Government were most perfectly sensible of the eminent services of yourself and your companions in arms under the great and immortal Nelson, but regret they could not advise the king, at this late period, to issue medals."

2177 **12 July, 1829.—Admiral Sir Henry Blackwood.** Holograph written from Rochester enquiring after pictures from Leghorn not arrived and long delayed.

2178 **1829.—Sir John Ross,** Arctic Explorer—Holograph, written on board the Victory, in the Arctic Seas, to Sir Byam Martin, Comptroller of the Navy, giving a most interesting account of his progress in the Arctic region.

2179 **14 May, 1834.—Sir George Rose Sartorius** to Mrs. Fry, shortly after his return from Portugal.

"What with a broken knee, swelled chops, and private business, &c., I have not been able to get down to you . . . . ."

He was at Trafalgar and at the siege of Cadiz. When in command of the Slaney he was present at the surrender of the Emperor Napoleon, 1815.

2180 **11 Dec., 1834.—Sir John Richardson,** Arctic Explorer and friend of Sir John Franklin—Holograph, to Col. C. H. Smith. He mentions his old friend Sir John Franklin, and his first and second expeditions; his "Fauna Boreali-Americanæ"; and the fish found in and about the Great Lakes, common to New York and Canada . . .

2181 **19 July, 1837.—Admiral Thomas Cochrane, 10th Earl of Dundonald**—Holograph, to Thos. Metcalf, Esq.

"Bramah has now declared unreservedly favourable to my revolving engine, and has now written to the Admiralty on the subject . . . ."

"I have let Hanover Lodge for 800 guineas a year . . . to the East Indian Nabob . . . . ."

2182 **20 April, 1838.—Lieutenant Thomas Waghorn, R.N.** (projector of the Overland Route to India)—Holograph from Cairo to R. Gordon, Esq., of the India Board, introducing to him his "private and confidential friend in Egypt. He knows and can tell you of everything in it. Pray support his claim for remuneration. He will explain to you personally how much his claim is, and how he has been disappointed."

2183 **18 Sept., 1840.—George Eden, Earl of Auckland,** First Lord of the Admiralty 1834, and again in 1846.—Holograph, written in India when Governor General, to B. Bayley, Esq., on Indian affairs. "There was more discouragement upon the first difficulty of the Indus navigation than circumstances have since seemed to justify. It is apparently a difficult river, but our steamers have lately rendered excellent service in the conveyance of troops. . . ."

2184 **8 Sept., 1840. — Admiral Sir William Edward Parry,** Arctic Voyager—Holograph respecting Ericson's Sounding Instruments. "I have in my own department more Inventions to examine than I can well find time to attend to. . . ."

2185 15 Sept., 1841.—**John Pascoe,** Senior Lieutenant on board the Victory, at Trafalgar, describes his personal interview with Lord Nelson a few hours before the battle, and his lordship's devotions at that period. He relates that he was "on his knees penning that beautiful prayer to the God of battles, a passage of which runs thus: 'and may the prevailing feature of the British fleet (after the action) be that of mercy.' This prayer has not been sufficiently shown in his life, &c., seeing that he did not put his trust in an arm of flesh."

2186 7 July, 1843.—**Admiral George Back,** Arctic Explorer, to Mr. Dougall—Holograph, written from his club, apologising for not having dined with Mr. Dougall, having a prior engagement, and having mistaken the day.

2187 25 July, 1843.—**Admiral Sir Charles Napier,** to Lord Auckland—Holograph, written at Cork: "Steamers I have none, and I will pause before I move the Marines; but I suppose I am entering into your views and the views of the government in doing all I can to prevent an insurrection. . . ."

2188 April, 1852.—**Admiral Edmund, Lord Lyons**—Holograph to his friend Young. "Here I am still, and must remain until after the Naval Review of the 23rd, for Her Majesty has done me the honour to invite me on board her yacht on that occasion. . . . I am so pestered in consequence of the unfortunate report of my going to Constantinople. . . ."

2189 20 Feb., 1856.—**Admiral Sir Michael Seymour,** to Sir Albert Woods—Holograph. "Having been appointed to the Naval Command in India, and ordered to Devonport to hoist my Flag, I fear it will be impossible for me to return to London, from so distant a point, in sufficient time to attend Her Majesty's Investiture of the Order of the Bath. . . ."

Lent by Messrs. L. & J. Parnell.

2190 1668.—**London Gazette,** with Account of the Launch of the Edgar man-of-war at Bristol.

2192 1672.—**London Gazette,** with account of the visit of King Charles II. and his Queen to the combined English and French fleets in English waters.

2193 1672.—**London Gazette,** with account of the engagement between the English and Dutch fleets in Solebay, on the coast of Suffolk.

2194 1672.—**London Gazette,** with account of the naval fight in the Mediterranean between the English and Dutch.

2195 1673.—**London Gazette,** with list of the Dutch fleet, names of commanders, ships, number of guns, &c. Cruize of the Pearl frigate.

2196 1673.—**London Gazette,** with news of the capture of the island of St. Helena by Captain Munden, and capture of Dutch East India ships.

2197 1673.—**London Gazette,** with news of the fight off Orford between ships of the Virginia fleet, homeward bound, and Dutch men-of-war; defeat of the Dutch.

2198 1674.—**London Gazette,** with news of the launch of the Harwich, man-of-war, at Harwich.

2199 1674.—**London Gazette,** containing the royal proclamation as to the misuse of the Union Jack, and description thereof.

2200 **A few Woodcuts of the Union Jack of 1606 and 1801,** and its History. By BRAYLEY, from NICOLAS.

2201 **A few 18th century Copper Plates,** Engravings of the Union Jack; dates named.

2203 1688.—**London Gazette,** with news of the Dutch Fleet, conveying the Prince of Orange, in sight at Torbay. List of troops of the Prince.

2204 1691.—**London Gazette,** with news of capture of French ships by English men-of-war, and capture of the French factories in Africa.

2205 1700.—**London Gazette,** with news of Admiral Rooke's arrival in the Downs.

2206 1702.—**London Gazette,** with news of Admiral Benbow's action with Du Casse off Sta. Marta.

2206A 1745.—**Original Official London Gazette,** containing special account of Vice-Admiral Townshend's destruction of the Martinico Fleet.

2206B 1745.—**Original Official London Gazette.** Admiral Byng in the Forth. Highland Rebellion, landing of Lord John Drummond.

2206C 1745.—**Original Official London Gazette.** Containing capture of the Spanish Ship of War with supplies for the Pretender.

2206D 1745.—**Original Official London Gazette.** Containing an account of Commodore Knowles reconnoitering under fire at Boulogne by Admiralty instructions. French preparations to invade England. Capture of French privateer off the Lizard.

2206E 1745.—**Original Official London Gazette.** Containing news of the British Fleet off Montrose, occupation of Montrose by Marines, burning of the Spanish privateer, escape of the rebel sloop Hazard.

2206F 1746.—**Original Official London Gazette.** Prince Charles Snow driven ashore, capture of the French and Spaniards, names of the Officers, &c. Capture of the American ship from Boston with supplies for Prince Charles.

2206G 1746.—**Original Official London Gazette.** Convoy of the East India Fleet. English Fleet in the Bay of Bengal. Capture of the French East India Fleet.

2207 1778.—**Gazette Extraordinary.** Vice-Admiral Lord Viscount Howe. Despatches from him to the Admiralty from on board the Eagle in the Delaware. Attack on Fort Island by the British Fleet. List of killed and wounded on board the various ships. Opening up the Delaware. Old newspaper duty stamp in red. Combined Army and Navy movements.

2208 1778.—**London Gazette.** The King's Order in Council at the Court of St. James' as to Seamen's Bounties. Stamp in red.

2209 1778.—**London Gazette.** The King's Proclamation, recalling and prohibiting seamen from serving Foreign Princes and States. King's Proclamation of pardon to smugglers if they will return and serve in Navy.

2210 1778.—**London Gazette.** Captures of American ships by Admiral Young on the American Station. List of names and cargoes, &c.

2211 1778.—**London Gazette.** Visit of King George the Third to Greenwich Hospital—The Fleet at the Nore—On to Chatham—Inspection of the men-of-war there—Singing of the National Anthem by the Shipwrights—Rochester address to the King—Review—Great loyal crowds—The whole progress from St. James' Palace given—the King in his yacht, &c.

2212 1778.—**London Gazette.** The King on board the Victory, Inspection and Levée on board—Inspection of Sheerness Dockyard—Saluting the King from the Victory at his departure—Return by water to Greenwich at midnight—Arrival at St. James' Palace, 12.45 a.m.

2213 1778.—**London Gazette.** Visit of the King and Queen (George the Third and Charlotte) to the Fleet at Portsmouth—Account from departure from the Queen's House (now Buckingham Palace) at 6 a.m.—The workmen in Portsmouth Dockyard cheering their Majesties—Singing of Great National Songs—Names of the ships inspected—State of repair, &c.—Ships building—Sunday Service at the Garrison Chapel, the King and Queen there—Portsmouth address—Great Levée—Review of the Fleet.

2214 1778.—**London Gazette.** Inspection of Portsmouth Dockyard by George the Third—Procession of the King and Queen through the Fleet at Spithead—Return to St. James' Palace in post chaise by road.

2215 1778.—**London Gazette.** Vice-Admiral Howe's captures in 1777 and 1778, including the captures of the Hinchinbrook, in which Nelson served in 1780. Burning of the Columbus, of American Navy. British Fleet in the Chesapeake Bay.

2216 1778.—**London Gazette.** Despatches from Admiral Keppel from on board the Victory, at sea—Fight between the Arethusa and the Belle Poule described—Chase of the French Fleet—Capture of the Licorne.

2217 1778.—**Gazette Extraordinary.** Keppel's victory—Captain Faulknor, of the Victory, arrives at Admiralty with despatches of the action—Great account—List of killed and wounded of each ship, the Victory included.

2218 **1778.—London Gazettes.** Despatches from Lord Viscount Howe, dated from on board the Eagle at Sandy Hook—List of captures and ships destroyed to date by Young, in W. Indies.

2219 **1778.—London Gazette.** Rear-Admiral Parker's captures on Jamaica station, including the captures of the Lowestoffe, in which Nelson then was serving as 2nd Lieutenant, and the Bristol flag-ship, in which he also served under Parker, and the King's proclamation as to prize money sharing. Very historic.

2220 **1778.—Supplement to London Gazette.** Despatches from Admiral Howe—Proceedings of French and English Fleets at Rhode Island and Boston—Arnold and La Fayette on board the French Fleet. Very important and full.

2221 **1778.—London Gazette.** Howe's manœuvring with the French Fleet in heavy weather—List of Howe's Squadron divided into classes—Names of the Commanders—Assistance by the Navy to Pigot at Rhode Island, Clinton, &c. Great record.

2222 **1778.—London Gazette.** Rear-Admiral Gambier's despatches—Accounts of the Naval attack on Little Egg Harbour, near New York—Byron's search for the French Fleet, &c.—Capture of the Raleigh, U.S.A. Frigate.

2222A **1778.—Original Official London Gazette.** King's Order in Council against export of Naval Stores.

A.D. 1800. FRENCH WAR. LONDON GAZETTES.

2223 **1800.**—Admiral Sir Hyde Parker's despatches from Port Royal—Cutting out of the shipping at Porto Rico by Philpot—List of the Admiral's Squadron captures.

2224 **1800.**—Admiral Duncan in North Sea—Despatches from him—Capture of Dutch privateer—Admiral Milbanke at Portsmouth—Despatches from him—Captures in the Channel.

2225 **1808.**—Order in Council against export of Naval stores.

2225A **1800.—Original Official London Gazette.** Cutting out of the Hermione and re-capture in harbour of Porto Cavallo at night by Captain Hamilton.

2225B **1800.—Original Official London Gazette.** Lord Nelson in the Mediterranean, capture of the French Naval Commander-in-Chief's ship Genereux, bound to Baltic with troops, and other ships.

2226 **1801.**—Knighting of Vice-Admiral Harvey and Vice-Admiral Mitchell at St. James'—Account of the ceremonial—Despatches from Vice-Admiral Keith in Mediterranean—Lord Cochrane, &c.

2227 **1588.—Document** relating to the return of stores of the Raynebowe, one of the vessels which served against the Spanish Armada.

Lent by C. D. Sherborn, Esq.

2229 1588.—"**The Booke of all the Vyttayling** and all other charges bestowed upon the Cressent and the Harte, in setting them forthe to serve the Queen's Ma^tie^ under my Lord Admyrall and Sir Francis Dracke as followythe ; the fyrst daye of Maye the Cressent for 70 men and the Harte for 30 men." Names and rating of the crew of the Crescent, mentions the names of the following officers :—"John Wylson, Capaytayne ; Crystopher Waymothe, Master ; John Hollett, Master's Matte ; John Gorde, Master's Matte ; John Furseman, Purser ; Henrye Carter, Surgeon ; Thomas Watson, Lyutenant ;" and of the Harte :—"James Houston, Capytayne ; Thomas Anthonye, Master ; John Shere, Master's Matte ; John Killingham, Lyutenant.
Lent by the Mayor and Corporation of Dartmouth.

2230 1588.—**Letter from Sir Walter Ralegh,** together with a portion of a document relative to dock dues, &c. *Lent by Mrs. Stephen Simeon.*

2231 1615.—**Autograph Signature of Sir Richard Hawkyns, Kt.,** who commanded the Swallow against the Spanish Armada.
Lent by Henry H. Drake, Esq.

2232 1653.—**Letter** in small oak frame, with autographs of the Generals Blake and Monck. An heirloom.
Lent by Wenman W. F. Blake, Esq.

2233 1655.—**A Letter** by the hand of a scribe, bearing the autograph signature of Admiral Blake, and the date is aboard the George, off Cape Vincent, 4th July. *Lent by T. W. Bourne, Esq.*

2235 1660.—**Receipts** of brothers and sisters of Admiral Blake for the legacies under his will. *Lent by the Rev. W. H. C. Ruddock.*

2236 1660.—**Another Probate of Admiral Blake's Will.**
Lent by the Rev. W. H. C. Ruddock.

2237 1660.—**Probate copy of Admiral Blake's Will.**
Lent by the Rev. W. H. C. Ruddock.

2238 1662.—**Hand-made Chart of Mediterranean,** richly illuminated in gold and colours, mounted on oak, made by Andrew Welsh, dwelling at Upper Shadwell at the sign of the Platt, Anno. 1662 ; also bearing the signature of Thomas Arnold, 1701, in whose family it has been preserved ever since. *Lent by Rear-Admiral Doughty.*

2239 1665.—**Appointment of John Blake** (the Admiral's nephew) to be Lieutenant of the Bristol, dated 27th June, 1665, with the signature "James, Duke of York," afterwards James II.
Lent by the Rev. W. H. C. Ruddock.

2240 1666.—**Appointment of Captain John Blake** to be Commander of the Helmerson, dated 30th July, with signatures of Prince Rupert and the Duke of Albemarle. *Lent by the Rev. W. H. C. Ruddock.*

2241 1667.—**An Indenture** with the signature of Humphrey Blake, dated 30th May, 1667. *Lent by the Rev. W. H. C. Ruddock.*

2242 1673.—**Admiralty and Navy Office Instructions** for the Lord High Admiral in the year 1673. *Lent by Captain Palliser, R.N.*

2243 1675.—**Promiscuous Warrants** from 8th December, 1675, to 29th September, 1679. *Lent by the Admiral Superintendent, Portsmouth.*

2244 1685.—**Contracts** from 1674 to Feb. 1685.
Lent by the Admiral Superintendent, Portsmouth.

2245 1686.—**Papers** relating to the Navy, 1686.
Lent by Captain Palliser, R.N.

2246 1688.—**Curious Old Note Book**, with list of ships, said to have belonged to the Duke of York when Lord High Admiral, and afterwards James II. *Lent by Sir Graham Eden Hamond-Græme, Bart.*

2247 1690.—**Letter Book**. 1690 to 1692.
Lent by the Admiral Superintendent, Portsmouth.

2248 1690.—**Autograph Letter**, signed, of Samuel Pepys' Secretary, to the Navy referring to Naval affairs. "As for y^e^ Governo^rs^ you mention theyr commands avayle nothing in this matter."
Lent by Henry Saxe Wyndham, Esq.

2249 1693.—**Contracts** from 25th March, 1693, to 14th January, 1694.
Lent by the Admiral Superintendent, Portsmouth.

2250 1693.—**Ye Official Survey Book** of Sea Stores and Register of remaines of outfitt on board their Majesties' ships and vessells of war at Chatham and Sheerness in ye yeare 1693.
Lent by Sampson Seaton, Esq.

2251 1694.—**Contracts** from 29th June, 1694, to 19th December, 1698.
Lent by the Admiral Superintendent, Portsmouth.

2252 1694-1706.—**Order Book** with autographs of Prince George of Denmark, and Admirals Lord Berkeley, Lord Carmarthen, Cloudesley Shovel, Rooke, Benbow, Dilkes, Byng, Churchill, Aylmer, Mitchell, Secretary Burchett, Temp. Queen Anne.
Lent by Guy Thomas Fairfax, Esq.

2253 1696.—**Commission on Parchment** appointing Sir George Rooke Admiral and Commander-in-Chief of His Majesty's Ships employed and to be employed in the expedition to the Mediterranean. Dated 28th April, 1696. *Lent by Rev. Willoughby J. E. Rooke.*

2254 1696.—**Letter from Sir George Rooke** to a relation on the eve of his departure to fight a duel. *Lent by Rev. Willoughby J. E. Rooke.*

2255 1698.—**A Navy letter book** from H. M. Navy Yard near Plymouth. From May, 1696, to January, 1698.
Lent by The Lords Commissioners of the Admiralty.

2256 1698.—**Contracts and Warrants** from 4th July, 1698 to 2nd April, 1701. *Lent by the Admiral-Superintendent, Portsmouth.*

2257 1697.—**Registry of Joseph Taylor as a Seaman**, dated 3rd May, signed by George Byng and others.
Lent by Colonel P. T. H. Taylor.

2258 1697.—**Commission** appointing James Taylor 1st Lieutenant of H.M. Ship the Dragon, dated 5th May, signed by G. Rooke, with others. *Lent by Colonel P. T. H. Taylor.*

2259 1700.—**Volume of Plans,** with warrant, signed by King William III. *Lent by the Lords Commissioners of the Admiralty.*

2260 1700.—**Autograph Roll** of Original Donors to Greenwich Hospital. *Lent by the Lords Commissioners of the Admiralty.*

2261 1702.—**Commission** appointing James Taylor Master and Commander of H.M. Fireship the Terrible, dated 11th January, signed George (Prince George of Denmark). *Lent by Colonel P. T. H. Taylor.*

2262 1704.—**Plymouth.—Accot of y^e^ Sales** of the Richard, Two Brothers, and Hope, prizes and their cargoes taken by her Maj^ties^ Ships Lichfield, Cornwall, and Pembroke, Captain Taylor, Capt. Swanton, and Captain Stucley, Command^rs.^ The sale fetched £11,860 1s. 1d. *Lent by Col. P. T. H. Taylor.*

2263 1704.—**Large Octavo Bible,** with large silver Ornaments, presented by James Sewell, for the use of H.M. Dockyard and Church, Portsmouth, A.D. 1704. The Ornaments renewed, 1793. *Lent by the Admiral-Superintendent, Portsmouth.*

2264 1704.—**List of the Prizes** taken by the ships of Sir George Byng's squadron between the 14th Jan., 1704, and 17th June following, showing name of prize, description, guns, when taken, by what ship, what port carried into, and the names of the captains to whom dividends are due in respect of prize-money. *Lent by Col. P. T. H. Taylor.*

2265 1704.—**Order of Admiral Prince George of Denmark,** dated 13 Sept., to Captain Taylor, commanding the Charles Galley. "Soe soone as the ship under your command shall be in a condition for the sea, which you are to hasten all that possibly may be, you are directed forthwith to sayle and cruize with her." *Lent by Col. P. T. H Taylor.*

2266 1705.—**Navy List of the Reign of Queen Anne.** *Lent by Miss Huggins.*

2267 1710.—**General Order of Admiral Mathew Lord Aylmer.**—Dated on board the Royal Sovereign, 17th July, to Captain Tayler, of the Lichfield. "You are hereby directed and required as long as you shall be at any time under my command not to go on shore without my leave." It also refers to the "abominable sin of swearing." *Lent by Colonel P. T. H. Taylor.*

2268 10 Aug., 1707.—**Letter of Sir C. Shovell.**—Dated her Majestie of Great Brittain's Fleet before Toloune. "I doubt not but your Exelency will give your assistance to her Majestie's Embasadore." *Lent by H. Saxe Wyndham, Esq.*

2269 1720.—**Navy List** of 1st March (dates of earliest commissions 1688). *Lent by Captain Josceline Bagot.*

2270 1740.—**Book** (Bible and Prayer Book combined) which was used on board the Centurion by the Rev. Richard Walter (Author of Anson's "Voyage Round the World"), who was Chaplain of that vessel on her voyage of circumnavigation under Captain Anson, (1740 to 1744). The fly-leaf of the Bible only is missing.
Lent by Sydney Arthur Walter, Esq.

2271 1756.—**Five Marine Commissions** held by father, son, and grandson in five Reigns, viz.:—George II. (this by purchase), George III., George IV., William IV., and Victoria.
Lent by General Sir Anthony B. Stransham, K.C.B.

2272 1757.—**Admiral Byng's last letter to his sister** (the Hon. Mrs. Osborn), dated 12 March, 1757. "I can only with my last breath thank you over and over again for all your endeavours to serve me."
Lent by Sir G. R. Osborn, Bart.

2273 1757.—**Admiral Byng's justification of his conduct,** made in writing a few minutes previous to his execution, and handed to Mr. Brough, the Marshall. "Happy for me at this my last moment that I know my own innocence, and am conscious that no part of my country's misfortunes can be owing to me." *Lent by Sir G. R. Osborn, Bart.*

2274 **Printed Extract** from diary kept on board the Victory by Mr. Daniel Harrington. *Lent by F. Harrington, Esq.*

2275 1768.—**A Logg** kept on board His Majestie's Ship the Endeavour, James Cook, Commander, by Monkhouse. Dates from May 27, 1768, to November 19, 1769. *Lent by Robert Debenham, Esq.*

2276 1768.—**A manuscript book** (paper covering) by James Cook (signed) 16 pages. "Directions for sculing from the island of Scalerie to Quebec describing the coasts, capes, headlands, islands, bays, roads and harbours." A loose paper is pinned upon the cover, apparently in the writing of James Cook. *Lent by Robert Debenham, Esq.*

2277 1768. **Leaf of a Log Book,** written by Captain Cook, giving the soundings into the Harbour of Glutsbury, when he was surveying the American Continent for the British Government. A gold frame.
Lent by William Slaughter, Esq.

2278 1771.—**Holograph Letter of Captain Cook,** dated July 12th.
Lent by the Executors of the late John Corner, Esq.

2279 1771.—**Captain Cook's Journal,** compiled during his first voyage round the world, 1768 to 1771.
Lent by the Executors of the late John Corner, Esq.

2280 1773. **Note from Mr. Bentham to Mr Kee,** introducing Horatio Nelson to the purser of the Sea-horse, October 28th. Mr. Bentham would "be obliged to him for a recommendation in favour of Horatio Nelson, a young lad, nephew to Captain Suckling, who is going in that ship." *Lent by Sir William Augustus Fraser, Bart.*

2281 1779. **Account of Keppel's Trial.** The book contains also the trial of John Donellan; and the trial of Captain E. Sutton, H.M.S. Isis, 1784. *Lent by Dr. Hayes.*

2283 1780. **The Navy List of the Year, 1780.** Compiled for his country's benefit by Cardanus Rider. In this book the name of Horatio Nelson as a Lieutenant. Date of Commission, 10th April, 1777.
Lent by Sampson Seaton, Esq.

2284 1781.—**Very Small Book.** The Neptune of Europe.
Lent by Admiral Sir Augustus Phillimore, K.C.B.

2285 1781.—**Log Book** kept by Daniel Woodhouse, illustrating engagement of Dominique. *Lent by Thos. Jas. Woodhouse, Esq.*

2286 **8th January, 1802.—Certificate** given by Lord Nelson to Mr. Daniel Harrington. *Lent by F. Harrington, Esq.*

2287 1785.—**Admiral Lord Nelson.**—Letter to the governor of St. Eustatius, W. I., demanding apology. Dated on board H.M.S. Boreas, 20th June.
"If a salute of at least as many guns as that given to the French, is not paid to the British Flag, I must suppose it as an intended insult, and such an insult as I am sure will be properly noticed."
Lent by Lachlan McBean, Esq.

2288 1787.—**The Medical Book** of H.M.S. Bounty.
Lent by John C. Blackett, Esq.

2289 1790.—**Document** (a Copy) relating to Captain Richard Boger and the Officers of the Cambridge, by mutineers, signed Lloyd, delegate.
Lent by Captain Henry T. Boger, R.N.

2290 1792.—**Logs, Journals, and Letter Books** of Sir John Leake and his Flag Captain, Captain Martin.
Lent by Stephen Martin-Leake, Esq.

2291 1794.—**Muster Book of Brunswick,** commanded by Captain John Harvey, R.N. *Lent by Captain F. Harvey, R.N.*

2292 1794.—**Log Book of Brunswick,** commanded by Captain John Harvey, killed in Action ; written before up to eve of the Battle.
Lent by Captain F. Harvey, R.N.

2293 1795.—**Autograph Letter** from Lord Bridport mentioning wounds received by Captain Grindall in the action off L'Orient, together with the London Gazette Extraordinary of June 27th, containing the official list of wounded. *Lent by Miss A. J. Grindall.*

2294 1795.—**Original Record** of Gunners' Stores expended by H.M. frigate Crescent, 36 guns, in the action with La Reunion, 20th October. Original record of stores expended in H.M.S. Orion, 74 guns, during Lord Bridport's action, June 23rd. *Lent by Lord de Saumarez.*

2295 1796.—**Sailing Orders** of Admiral Sir John Jervis (afterwards Earl St. Vincent), dated on board the Victory, 9th May.
Lent by H. T. Dundas Bathurst, Esq.

2296 1797.—**"God bless you and Fremantle"**; supposed to be the first writing of Nelson after the loss of his right arm, 25th July, 1797.
By the accompanying letter it seems to have been written on board the Seahorse on 3rd or 4th August, 1797, in which case 'you' must be Mrs. Fremantle. With it is placed a right handed signature of Nelson's, dated 12th September, 1794. *Lent by Edwin Dawes, Esq.*

2297 1797.—**Times newspaper of July 3rd,** containing an account of the execution of Richard Parker for the part he took in the mutiny at the Nore. *Lent by O. R. Fabian, Esq.*

2298 1797.—**An account of the state of Sheerness during the Mutiny at the Nore,** 12th May. *Lent by Alfred Bastard, Esq.*

2299 1797.—**The first letter written by Lord Nelson,** then Sir Horatio Nelson, with his left hand, addressed to Sir John Jervis, K.B., afterwards Earl of St. Vincent, and bequeathed by him to Admiral Sir William Parker. "I hope you will be able to give me a frigate to convey the remains of my carcass to England." "You will excuse my scrawl, considering it is my first attempt."
Lent by Sir William Biddulph Parker, Bart.

2300 1797.—**The Freedom of the City of London to Commodore Nelson.** Presented to Greenwich Hospital by Her Majesty the Queen in 1861. *Lent by the Lords Commissioners of the Admiralty.*

2301 1797.—**A letter** giving interesting particulars of a Naval Action off Ushant written by Lieutenant A. Wilson, R.N. "The enemy was several times on board us—once in particular."
Lent by Miss Fleetwood Wilson.

2302 1797.—**Original Memorandum** given to the Rev. J. Greville, Curate of St. George's, Hanover Square, by Admiral Lord Nelson after the loss of his arm. Purchased from the Rev. P. G. Greville (his son) by Sir W. A. Fraser, Bart., Nov. 30th, 1867. The frame made from the mainmast of the Victory. "An officer desires to return thanks to Almighty God for his perfect recovery from a severe wound, and also for the many mercies bestowed upon him."
Lent by Sir William Augustus Fraser, Bart.

2303 **Order Book of Astræa,** with instructions from Lord St. Vincent, Sir Robert Calder, and Nelson and Bronte.
Lent by the Rev. William Cumby.

2304 1797.—**Log** kept by mutineers on board H.M.S. Comet, Fire-ship, May and June. *Lent by the Rev. William Cumby.*

2305 1797.—**Letter of Admiral Sir Horatio Nelson** to the Mayor of Norwich, dated on board the Irresistible, off Lisbon, 26th Feb., communicating his desire to present the sword of the Spanish Rear-Admiral Dom H. F. Winthuysen, surrendered to him on the 14th Feb., in the action off Cape St. Vincent, to the town of Norwich.
Lent by the Mayor and Corporation of Norwich.

2306 1797.—**Letter from Sir John Jervis** to Sir James Saumarez; dated, on board the Ville de Paris, 11th May, during the blockade of Cadiz. "I have a beautiful woman (Mrs. Mansfield) on board the Ville de Paris, who, with her husband, Capt. Mansfield, are very desirous to see Cadiz before they go to England, and if Don Joseph will permit them to land for a few days, and return to me, I shall be very much obliged." The application was made and refused.
Lent by Lord de Saumarez.

2307 1797.—**Original Draft** of the bet between Lord St. Vincent and Sir James Saumarez respecting conclusion of peace; dated 12th August. "That preliminaries for peace are at this moment signed, four o'clock in the afternoon, and that hostilities will cease between the belligerent Powers on or before the 12th day of September next." The bet was won by Sir James Saumarez; peace was signed. *Lent by Lord de Saumarez.*

2308 1797.—**Original Record** of Gunners' Stores expended on board H.M.S. Orion during the action of 14th February.
Lent by Lord de Saumarez.

2309 1798.—**Original Record** of Gunners' Stores expended on board H.M.S. Orion during the battle of the Nile, August 1st.
Lent by Lord de Saumarez.

2310 1798.—**Passport** for Pope Pius VI. (escorted by a small Spanish squadron) to pass from Leghorn to a Spanish port, while England and Spain were at war, issued by Admiral Lord St. Vincent, and dated June 15th, 1798, with original signature of Sir Horatio Nelson.
Lent by Lord de Saumarez.

2311 1798.—**Original Agreement** signed by the Captains of the Fleet off the Nile dated on board H.M.S. Orion, 6th October, whereby they agree to share equally Prize money, including Head money, &c. &c.
Lent by Lord de Saumarez.

2312 1798.—**Resolution of the Court,** making a grant of £10,000 to Lord Nelson, after the Battle of the Nile, and his lordship's reply.
Lent by the Rt. Hon. the Sec. of State for India.

2313 1798.—**Letter of Admiral Sir Horatio Nelson** to the Captains of His Majesty's ships, dated Off the Nile. Vanguard, 3rd August. "My prompt decision was the natural consequence of having such Captains under my command, and I thank God I can say that in the battle the conduct of every officer was equal. I accept as a particular mark of your esteem the sword you have done me the honour to offer."
Lent by Lord de Saumarez.

2314 1798.—**Letter from Sir Horatio Nelson** to Lady Collier from on board the Vanguard at St. Helena dated April 8th. "You may rely that your son shall spend as little as possible, for he will be a very lucky fellow if he gets on shore twice in a year." *Lent by Mrs. Carr-Glyn.*

2315 1798.—**Times Newspaper,** 3rd October, containing Nelson's official despatch after the battle of the Nile. *Lent by O. R. Fabian, Esq.*

2316 1798.—**Copy of the Times Newspaper** dated October 3rd.
Lent by Alfred S. Phillips, Esq.

2317 1798.—**The Times** of October 3rd, containing the account of the victory at the Nile, and list of killed and wounded.
Lent by George Hollis, Esq.

2318 1799.—**General Order** issued by Admiral Lord Nelson to Captains of H.M. ships, dated on board the Foudroyant, 4th October, and signed Nelson. *Lent by Mr. William Baugh, late Steward H.M.S. Victory.*

2319 1799.—**Letter** from Admiral Lord Nelson to Admiral the Hon. William Cornwallis, dated Palermo, January 31st. "Nothing could give me more pleasure than receiving a visit from my very old acquaintance who has more than once saved my life by his friendship, and taught me by his example to be at the French."
Lent by Cornwallis Wykenham-Martin, Esq.

2320 1799.—**Letter** from Captain Alexander J. Ball, H.M.S. Alexander, to Sir James Saumarez, dated 27th April. "I congratulate you on your appointment to the Marines, and the command of the Cæsar, which are given to you as a mark of the high estimation in which you are regarded by the Admiralty and the public." *Lent by Lord de Saumarez.*

2321 1800.—**Notice Board** offering inducements to sailors to join H.M. service. *Lent by Messrs. James Hawker & Co.*

2322 1800.—**Order Book** (Collingwood's) all in manuscript, dates from 1800.
Lent by Lady Wilson.

2323 1800.—**M.S. in Frame.** Parole d'honneur, given to William Augustus Thomson, H.M.S. Florentine, by Jean Lambert Tallien and Jules Baude, on the strength of which that officer, the only Englishman on board, conveyed them, with 88 other prisoners of war, from Alexandria to Malta, in the Florentine's prize, L'Union, 11th December, 1800. *Lent by Mrs. J. T. Anderson.*

2324 1800.—**Letter** from Admiral Earl St. Vincent to Sir James Saumarez, dated on board the Ville de Paris, off Ushant, 15th Sept., when the latter was commanding the advanced squadron, blockading Brest. "I repose such unbounded confidence in your zeal and judgment, that I sleep as sound as if I had the keys of Brest in my possession."
Lent by Lord de Saumarez.

2325 1801.—**Draft Convention of Treaty of Copenhagen,** with original notes by Rear-Admiral Lord Nelson.
Lent by the Rev. Alfred Gatty, D.D.

2326 1802.—**Holograph Letter** from Admiral Lord Nelson to Captain Digby, H.M. Sloop Kite, dated 6 Jan. Lord Nelson came home from the Baltic in the Kite in 1801. "There are few things, I assure you, that would give me so much pleasure as being in the smallest degree instrumental in your promotion."
Lent by Captain Noel S. F. Digby, R.N.

2327 1802.—**Letter** from Lord Nelson to Lady Collier, dated Merton, 18th June. "I assure you I regard your son for his own worth."
Lent by Mrs. Carr-Glyn.

2328 1803.—**Letter** from Admiral Lord Nelson to Lady Collier, dated 21st March—"I am very happy to hear that your good son is made a Lieutenant." *Lent by Mrs. Carr-Glyn.*

2329 1804.—**The Attestation Paper** (framed) of an Italian, enlisted for the Royal Marines in 1804 by Captain C. W. Adair, Royal Marines, of H.M.S. Victory. Signed "Nelson and Bronte."
Lent by General Sir Charles Adair, K.C.B.

2330 1804.—**Framed Memorandum,** dated "Victory at sea, 15th March." Signed, "Nelson and Bronte;" directing ships under his command ordered home to England, not to take away a greater portion of provisions or stores than might be necessary for the passage. Addressed to the Commanders of H.M. Ships on the Mediterranean Station.
Lent by the Mayor and Corporation of Dover.

2331 1804.—**Letter of Lord Nelson** describing his wounds, and stating his opinion on the politics of the English Government:—"When I run over the undermentioned wounds—eye in Corsica, belly off Cape St. Vincent, arm at Teneriffe and head in Egypt, I ought to be thankful what I am." *Lent by T. Bruce-Kingsmill, Esq., R.H.A.*

2332 1804.—**A Letter from Lord Nelson** to Mr. James Lockhart, dated "Victory, 31st March, 1804." *Lent by C. Piercy Henderson, Esq.*

2333 1805.—**Rough Signal Book** of H.M. Ship Naiad, Captain Thomas Dundas, repeating frigate in the battle of Trafalgar. It contains the celebrated signal, "England expects that every man will do his duty."
Lent by Mrs. E. M. Becher.

2334 1805.—**Two Letters** by Captain Thomas Dundas, one referring to his escape from a French squadron in August, 1805; and the other giving a description of the battle of Trafalgar, in which he was present. Both written on board H.M. Ship Naiad. *Lent by Mrs. E. M. Becher.*

2335 1805.—**Original General Order** from Lord Collingwood, thanking officers and men for their gallant conduct, dated on board the Euryalus, 22nd Oct., 1805. See *Times*, 6th Nov., 1805.

Original General Order from Lord Collingwood, for a day of humiliation and thanksgiving, and fixed for Thursday, Nov. 7th ; dated Euryalus, off Trafalgar, 22nd Oct., 1805. *Lent by Miss A. J. Grindall.*

2336 1805.—**Holograph Letter** from Lieutenant John Pasco, Signal Officer of the Victory, 21st Oct., 1805, giving an account of Nelson's last telegraphic signal, and how the writer suggested the alteration of the word "confides" to "expects." (Date, Aug., 1846.)
Lent by Lieut.-Col. Baylis.

2337 1805.—**Book** (Memoirs of Count Gramont), damaged by a shot during the battle of Trafalgar. *Lent by Lord Digby.*

2338 1805.—**Lord Nelson's Letter** to Samuel Briggs, Esq., 4th Feb.
Lent by Rear-Admiral W. R. Kennedy.

2339 **London Gazette** of 27th November, 1805, giving account of action off Cape Trafalgar. *Lent by Miss St. John.*

2340 **A List of Ships of H.M. Royal Navy**, 1684, with particulars of Establishment, number of men, guns, &c.
Lent by Captain Sir Baldwin W. Walker, R.N.

2341 **Certificate of Admission** to the Worshipful Company of Ironmongers of Viscount Exmouth.
Lent by The Worshipful Company of Ironmongers.

2342 1805.—**Letter by Admiral Collingwood**, dated 4th December, giving account of action off Cape Trafalgar and an amusing incident of it. *Lent by Lieut.-Col. Henry Moorsom.*

2343 1805.—**Autograph letter of Lord Nelson,** dated from the Victory. July 20th, to Lieut. Henry Sharp. R.N., commanding the Victualling ship Momus, charging him with a packet for the Admiralty.
Lent by Felicia White.

2344 1805.—**Card of admission to Lord Nelson's funeral.**
Lent by the Royal United Service Institution.

2345 1805.—**Printed Instructions,** giving orders for a Naval procession to St. Paul's Cathedral "to lay colours" on the altar.
Lent by Miss A. J. Grindall.

2346 1805.—**Letter** written by Captain, afterwards Admiral, Sir Robert Moorsom, R.N., commanding H.M.S. Revenge, dated 1st November, Gibraltar, and sent to England in the Victory, giving an account of the Battle of Trafalgar. *Lent by Lieutenant-Colonel Henry Moorsom.*

2347 1805.—**Application** in the matter of John King, who fell on board the Victory. *Lent by William Hall, Esq.*

2348 1805.—**Autograph of Captain Hardy, R.N.**, in whose arms Nelson breathed his last. *Lent by William Hall, Esq.*

2349 1805.—**London Gazette** of 6th November, 1805. Admiral Collingwood's despatch of the victory off Trafalgar and death of Admiral Lord Viscount Nelson.

"His Lordship received a musket ball in his left breast about the middle of the action and sent an officer to me immediately with his last farewell and soon after expired."

The identical musket ball is exhibited by H.M. the Queen and is numbered in the catalogue. *Lent by the Rev. F. J. Richards.*

2350 1805.—**Grant** of the Freedom of the City of London, to Captain Hardy, after the battle of Trafalgar. *Lent by William Manfield, Esq.*

2351 1805.—**Writing Book** on which the Trafalgar despatches were written (only the boards left). *Lent by Lady Wilson.*

2352 1805.—**Prayer Book** used by Rev. Dr. Scott, Chaplain of H.M.S. Victory, 1805. *Lent by Rev. Reginald A. Gatty.*

2353 1805.—**A copy of Milton's Paradise Lost,** struck by a cannon ball in the battle of Trafalgar in cabin of H.M.S. Africa, Captain H. Digby. The book contains an autograph memorandum of the fact.
Lent by Kenelm E. Digby, Esq.

2354 1805.—**Letter of Earl Nelson,** referring to his brother Vice-Admiral Viscount Nelson. "I am perfectly satisfied from the Surgeon's reports which have sent to me that every thing proper has been done. I cou'd have wished to have known what was done with ye bowels, whether they were thrown overboard, or whether they were preserved to be put into ye Coffin with the Body. The features being now lost, The face cannot, as Mr. Beatty very properly observed, be exposed. I hope therefore everything is closed and soldered down."
Lent by A. Scott Gatty, Esq.

2355 1805.—**Writing Book** on which the Trafalgar Despatches were written by Admiral Lord Collingwood. *Lent by Lady Wilson.*

2356 1805.—**A Log of the Weather** in the hand-writing of Admiral Lord Nelson, from May, 1805, to October 20th, 8 p.m., including the last night of his life.
The book is opened at the last entry made by him at 8 p.m. on Sunday 20th October. *Lent by W. Eyre Matcham, Esq.*

2357 1805.—**Ticket to the Funeral of Lord Nelson,** No. 400. Colonel Elford, signed by Isaac Heard, Garter; and Sealed.
Lent by Charles Taylor Phillips, Esq.

2358 1805.—**Letter from Admiral Collingwood** dated on board Euryalus off Cadiz, 24th October, addressed to H.B.M. Minister Plenipotentiary at Lisbon.
"The great day has not been without a considerable suffering on our part in loss of officers and men, and what the British Navy and the British Nation will have to lament is the death of the Commander-in-Chief, Lord Nelson, who in the middle of the action fell covered with glory." *Lent by the Chevalier Dalton.*

2359 30th Oct., 1805.—**Mr. John Wells,** Signal-Midshipman on board the Britannia, at Trafalgar; letter to his parents describing the battle. "We do not yet know what has become of the remainder of the enemy's fleet, who took to their heels as soon as they saw we had got so many of their ships in our possession." *Lent by Mrs. Older.*

2360 1805.—**Times** of November 7th, containing the list of killed and wounded at the battle of Trafalgar. "If ever there was a man who deserved to be praised, wept, and honoured by his country, it is Lord Nelson." The Leader. *Lent by the Hon. J. J. Carnegie.*

2361 1805.—**Secret Orders** of Lord Nelson to the Right Hon. the Earl of Northesk prior to the battle of Trafalgar, dated Victory, off Cadiz, 9th Oct. "Thinking it almost impossible to bring a fleet of Forty Sail of the Line into a line of battle in variable winds, thick weather, and other circumstances which must occur without such a loss of time that the opportunity would probably be lost of bringing the enemy to battle in such a manner as to make the business decisive, &c., &c., &c."
Lent by the Hon. J. J. Carnegie.

2362 1806.—**Rough Log of H.M. Ship Victory,** from 19 Sept., 1805, to 15 Jan., 1806, kept by Mr. Thomas Atkinson, Master of the Victory. Contains the passage from England, the battle of Trafalgar, the passage home, and the discharge of Lord Nelson's remains to the shore.
Lent by Messrs. Forbes, Forbes & Co.

2363 1806.—**Letter of Admiral Roddam,** dated 27 Feb., relating to Admiral Lord Collingwood. "I found both him and his brother Wilfrid so promising and deserving in every way that my zeal for the good of the Service, and my strong wish to push such meritorious young men forward, made me not rest until I got them both made captains." *Lent by Rev. E. W. J. Symons.*

2364 1806.—**Letter of Admiral Lord Collingwood,** giving a short account of his services, dated the Queen, at sea; 7th January. "My life has been a continued service at sea, but unmarked by any of those extraordinary events or brilliant scenes which hold men up to particular attention." *Lent by Rev. E. W. J. Symons.*

2365 1806.—**Holograph Letter** from Admiral Sir Ed. Pellew (afterwards Lord Exmouth), dated Bombay, 18th July.
Lent by H. T. Dundas Bathurst, Esq.

2366 1809.—**Letter Book** of H.M.S. Polyphemus, with the account of the surrender of the city of St. Domingo, July 7th, and the two years following. *Lent by the Rev. W. Cumby.*

2367 1810.—**Holograph Letter** of Admiral Sir James Saumarez (afterwards Lord de Saumarez), dated Guernsey, 22nd January.
Lent by H. T. Dundas Bathurst, Esq.

2368 1812.—**Letter** (confidential) to Captain Samuel Evans, commanding U.S. Frigate Chesapeake, dated 4th Oct., taken in that vessel at her capture. "American vessels of war appearing off Sandy Hook will be known, for the present, by an American ensign hoisted at each mast-head, and a large black ball either suspended at the flying jib-boom end, or the mizen peak, as can be most easily distinguished."
Lent by the United Service Institution.

2369 1812.—**Signals** (confidential) relating to Public and Armed Private Ships, taken in the U.S. Ship Chesapeake at her capture. "Strictly confidential, and the commanders of private armed vessels are to keep this paper connected with a piece of lead or other weight, and to throw the whole overboard before they shall strike their flag, that they may be sunk." *Lent by the United Service Institution.*

2370 1812.—**Letter,** dated Navigation Department, 11th November, taken in the U.S. Ship Chesapeake at her capture. "You are not to interrupt any British unarmed vessels, &c." *Lent by the United Service Institution.*

2371 1813.—**Letter from Captain Broke,** of H.M.S. Shannon, to his wife, announcing the capture of the Chesapeake, written with his left hand, his right side having been disabled by wounds. "I am fast recovering of my wounds, and trust shall be quite well in another week."
Lent by Lady de Saumarez.

2372 1813.—**Signal Book** of the U.S. frigate Chesapeake, captured by H.M.S. Shannon, June 1, 1813. The bullets were attached to this book for the purpose of sinking it.
Lent by the Royal United Service Institution.

2373 1813.—**Letter** dated U.S. frigate President, 25th April, taken in the U.S. ship Chesapeake at her capture. "Enclosed you will receive a copy of certain British Private Signals."
Lent by the United Service Institution.

2373A **The Times,** 7th November, 1805, containing account of Lord Nelson's last moments. *Lent by Major Patton-Bethune.*

2374 **1813.—Private Signal Book** of U.S. Ship Chesapeake taken at her capture. *Lent by the United Service Institution.*

2375 **1814.—Letter of Mr. George Grover, Midshipman, R.N.,** describing *inter alia* the voyage in H.M.S. Undaunted, conveying Napoleon I. from Fréjus to Elba, 28th April—3rd May, 1814. *Lent by Colonel G. E. Grover, R.E.*

2376 **1816.—Letter of George Grover, Midshipman,** to his father, dated on board the Queen Charlotte, off Algiers, 29 Aug., describing the bombardment of Algiers, 27th August, 1816, when he was on board the Queen Charlotte, Lord Exmouth's flag-ship. "I hope Lord Exmouth has proved that he is a degree better than the Mediterranean washerwoman which some people were pleased to call him. He indeed behaved in a most gallant manner." *Lent by Colonel G. E. Grover, R.E.*

2377 **1816.—Private Letter,** dated H.M.S Queen Charlotte, 28th Aug., from a Midshipman to his parents, describing the bombardment of Algiers. "If you can fancy rain falling in water, you can the walls of Algiers, which I am sure will never defy again English superiority." *Lent by Mrs. Yorke Triscott.*

2378 **1816.—Minutes** of the action between the English squadron and the Algerine batteries on the 27th August, 1816, taken by Mr. Richard Triscott, midshipman on board the Queen Charlotte. *Lent by Mrs. Yorke Triscott.*

2379 **1818. Letter** of Admiral Lord Exmouth, dated Plymouth, 11th March, to the father of Midshipman Grover. "He has now some pulse and is quite sensible and, in my judgment, greatly better." *Lent by Colonel G. E. Grover, R.E.*

2380 **1818. Letter** of Admiral Lord Exmouth, dated Plymouth, 13th March, to the father of Midshipman G. Grover. "My good young friend departed this life at four o'clock this morning. I believe there never was a young man more beloved and respected by all ranks of his shipmates, or one who more merited the regard of us all." *Lent by Colonel G. E. Grover, R.E.*

2381 **1825. Autograph Letters** to J. C. Schetky, from distinguished naval men, including :—

(a) Admiral Sir C. Paget.
(b) ,, Sir W. Hoste.
(c) ,, Lord Lyons.
(d) ,, Sir C. Napier.
(e) Captain Basil Hall.
(f) Admiral Robert Fitzroy.
(g) Captain the Hon. H. J. Rous.
(h) Admiral Lord Lyons.
(i) ,, Sir C. Paget. *Lent by The Misses Schetky.*

2382 **1827. Holograph Letter** from the Duke of Clarence, Lord High Admiral (afterwards King William IV.), to Mrs. Bathurst, communicating the intelligence of the death of her husband, Commodore Walter Bathurst, on board H.M.S. Genoa, at the Battle of Navarino, 20th October. "At the same time, the will of Providence has deprived the king of a most valuable officer by the death of your much to be lamented husband." *Lent by H. T. Dundas Bathurst, Esq.*

2383 **1830.—Letter from Admiral Sir E. Codrington,** dated 4th April, to a friend, warning him against a public company.
Lent by Mrs. Stephen Simeon.

2384 **1835.—Letters** addressed by William IV., when Duke of Clarence, to a Captain Lucius Bailey, with whom he served in the West Indies.
Lent by J. C. Blackett, Esq.

2385 **1838.—An Authentication,** signed by Tom Allen, coxswain to Lord Nelson at Trafalgar, declaring the epaulette and sash to have been the property of his late master (Lord Nelson).
Lent by W. Cowley Stevenson, Esq.

2386 **1852.—A Play Bill** of the Arctic Expedition of 1852, printed on a pocket handkerchief. *Lent by Miss Bryson.*

2387 **1852.—A Second Play Bill,** of the same Expedition, printed on silk, such as the balloons were made of, on a small roller.
Lent by Miss Bryson.

2388 **1852.—Play Bill** printed, on pocket handkerchief, on board H.M.S. Resolute, off Melville Island, Franklin Search Expedition.
Lent by Mrs. Lowe.

2389 **1852.—Play Bill.** The Queen's Arctic Theatre, H.M.S. Assistance. (Franklin Search Expedition.) *Lent by Mrs. H. Reid.*

2390 **1853.—Autograph Letters** of Admiral Deans Dundas, Commander-in-Chief in the Black Sea during the Russian war. Off the Dardanelles, 27 July. *Lent by M. C. Popplewell, Esq.*

2391 **Sir H. Nelson to Lady Collier.** "I shall have much pleasure in having so very fine a lad under my wing." Undated, evidently prior to 1798. *Lent by Mrs. Carr-Glyn.*

2392 **Signal Book** (period 1800). *Lent by H. Lee.*

2393 **Several Signal Books** as used between 1803 and 1810.
Lent by Mrs. Older.

2394 **1741.—Log Book of H.M.S. Centurion.**
Lent by General Anson McCleverty.

2395 **Admiral Lord Nelson's first letter to his child.**
Lent by Mrs. Horatia Nelson Nelson-Ward.

2396 **Handbill** offering a reward for the recovery of the body of a man drowned, by sinking of the Royal George. *Lent by W. H. Saunders, Esq.*

2397 **The Freedom of the City of London** presented to Admiral Lord Collingwood. *Lent by Horatio Daniell, Esq.*

2398 **Patent or Commission** as Rear-Admiral of Great Britain and Ireland, to William, seventh Earl of Northesk, G.C.B.
Lent by the Earl of Northesk.

2399 **Letter of Marque.**—Parchment. *Lent by Richard Pybus, Esq.*

2400 **Plan and Orders** issued by Viscount Exmouth, at Algiers, directing the Hebrus to attack batteries 7 and 8.
Lent by Lieut.-Col. Edmond Palmer.

2401 **Bligh's Diary,** with notes of observations during the 48 days in the Bounty's launch. *Lent by Mrs. Nutting.*

2402 **Recruiting Poster,** inviting men to offer themselves for service on board H.M.S. Thalia, a frigate of 36 guns. Temp. George III.
Lent by R. M. Turnbull, Esq.

2403 **The Log of H.M. Ship Bounty.** *Lent by Mrs. Nutting.*

2404 **Chronological Records** of the British Royal and Commercial Navy from A.D. 827. *Lent by Captain Jephson.*

2405 **Captain Cameron's Journal.** Across Africa.
Lent by Commander Verney Lovett-Cameron, C.B., R.N.

2406 **Captain Cameron's Note Book.** Across Africa.
Lent by Commander Verney Lovett-Cameron, C.B., R.N.

2407 **Captain Cameron's observation book.** Across Africa.
Lent by Commander Verney Lovett Cameron C.B., R.N.

2408 **Copy of the despatch of Captain Hall, R.N.**, commanding the Sicilian Flotilla in which the services of Lieut. Le Hunte are mentioned. *Lent by George Le Hunte, Esq.*

2409 **Sketch of log book** kept by Captain Bligh during his 6 weeks' voyage in an open boat after the mutiny of the Bounty: and of the gourd, bullet weight, and ¼ pint mug, used by him for weighing and measuring food and water during the same time.
Lent by Lieut. G. F. Glennie, R.N.

2410 **Letters** of Marque and Reprisals against Spain.
Lent by William Walton, Esq.

2411 **An Account** between Joseph Taylor and his prize agent, showing nature, value, of cargoes, &c., prizes; to whom sold, value received, &c. *Lent by Colonel P. T. H. Taylor.*

Lent by W. Laird Clowes, Esq.

2411A 1712.—**Admiralty Order as to the issue in ships of war of plantation-grown tobacco only,** dated Feb. 2nd, 17$\frac{11}{12}$, and signed by Sir John Leake, Sir George Byng, Mr. George Clarke, and Mr. Secretary Thomas Burchett.

2411B 1690.—**Admiralty Order empowering Constables to press seamen,** dated Aug., 1690.

2411C 1706.—**Admiralty Order as to uniform slop-clothes for seamen,** dated Aug. 24th, 1706.

2411D 1708.—**Admiralty Order as to abuses among Naval Surgeons,** dated Feb. 12th, 170$\frac{7}{8}$, signed by Mr. Secretary Thomas Burchett.

2411E 1687.—**General Instructions to Lieut. Richard Chapman,** H.M.S. Assistance, signed by Mr. Secretary Samuel Pepys, and dated July 15th, 1687. To this is added "General Instructions to be observed by the Commanders of H.M. Ships."

2411F 1686.—**Regulations of King James II. concerning carriage of Treasure,** keeping of journals, captains' allowances, etc., dated July 15th, 1686.

2411G 1703.—**Admiralty Order concerning the victualling of Marines.** dated July 31st, 1703, and signed by Sir David Mitchell, the Hon, James Bridges (afterwards Duke of Chandos), and another.

2411H 1677.—**The Qualifications for a Lieutenant in 1677.**

2411I 1691.—**Sailing and Fighting Instructions of Admiral Edward Russell.** Under these was fought the battle off Cape La Hague, May, 1692.

2411J 1703.—**Sailing and Fighting Instructions of Admiral Sir George Rooke.** Under these was fought the battle off Malaga, Aug. 13th, 1704.

2411K 1700.—**The oldest known Official Navy List** (printed). This list, which is dated April 18th, 1700, extends to pp. 9, and is a list only of Lieutenants.

2411L 1704.—**Official Navy List.** This list extends to pp. 8, and is a list of Captains and of Masters and Commanders. It is dated Aug. 18th, 1704. Pp. 5—8, however, contain a list of Captains and their ships, dated May 27th, 1700. These four pages were printed in 1700, and

2411L—*continued.*
appear to have been added to pp. 1—4 (with which they are consecutively paginated) in lieu of some missing pp. 5—8 of Aug. 18th, 1704.

2411M **Sixteen Letters from Lord Collingwood to Sir E. Blackett, Bart.** *Lent by J. C. Blackett, Esq.*

2411N **Letter from the celebrated Dr. Maskelyne,** Astronomer Royal at Greenwich, 1793, to Sir H. Parker, Bart., Secretary to the Board of Longitude at the Admiralty, about a time-keeper.
Lent by Messrs. Gieve & Sons.

8411O **Freedom of the City of London** presented to Sir Charles Napier.
Lent by Mrs. Jodrell.

2411P **Appointment of Richard Graham to Major, Royal Marines,** 25th April, 1808. *Lent by Mrs. Clayton.*

2411Q **The Freedom of Drogheda to Lieutenant-Colonel Richard Graham, Royal Marines,** 16th March, 1798. *Lent by Mrs. Clayton.*

2411R **Parchment, Lines of Battle.** *Lent by George Anthony Parirridge, Esq.*

2411S **Book containing account of "Admiral" Richard Parker's Trial.**
Lent by Coghlan McL. MacHardy, Esq.

2411T **Certificate given to the Widow of Lord Nelson's favourite Coxswain,** who was killed by the same ball that took off Lord Nelson's Arm. *Lent by S. K. West, Esq.*

2411U **Log Book** of H.M.S. Vanguard. Log at the time of battle of the Nile. *Lent by the Rev. E. Stanley Carpenter.*

2411V **Log Book** of H.M.S. Agamemnon. Log at the time of action off Trafalgar. *Lent by the Rev. E. Stanley Carpenter.*

2411W **Log Book** of H.M.S. Captain. Log at the time of action off Cape St. Vincent. *Lent by the Rev. E. Stanley Carpenter.*

2411X **Signal Book of Bellerophon.** *Lent by Rev. William Cumby.*

2411Y **Book "Gloria Brittannica,"** or, the boast of the British seas; containing a full account of the Royal Navy of England, 9th April, 1689.
Lent by Vice-Admiral Sir Nowell Salmon, K.C.B., V.C.

2411Z **A Treatise on Shipbuilding and Navigation** which belonged to Lieutenant Horatio Nelson, H.M.S. Lowestoffe, 1777.
Lent by Earl Nelson.

2411 1A **Testimonial** presented with Sword by Lloyd's Patriotic Fund to Lieutenant Giles Meech, R.M. *Lent by G. T. Bayley, Esq.*

2411 1B **Signal Book,** believed to have been Nelson's own copy with the famous signal in pencil, in Nelson's own handwriting.
Lent by Vice-Admiral Sir Nowell Salmon, K.C.B., V.C.

2411 1C **Honorary Letter** used in making awards to wounded officers and men by Lloyd's Patriotic Fund after Trafalgar. Designed by R. K. PORTER. *Lent by the Chairman and Trustees of Lloyd's Patriotic Fund.*

2411 1D **Letter** from Captain Hardy enclosing list of wounded men and their destination when H.M.S. Victory was paid off.
Lent by the Chairman and Trustees of Lloyd's Patriotic Fund.

2411 1E **Return** of killed and wounded on board H.M.S. Victory at the battle of Trafalgar, with remarks on each case, forwarded by Capt. Hardy.
Lent by the Chairman and Trustees of Lloyd's Patriotic Fund.

SNUFF BOXES, ETC.

2412 **Snuff Box** made from wood of H.M.S. Victory.
Lent by Colonel H. Montagu.

2413 **Snuff Box** made from wood of H.M.S. Royal George.
Lent by Colonel H. Montagu.

2414 **Snuff Box** made from wood of Admiral Lord Nelson's Funeral Car.
Lent by Colonel H. Montagu.

2415 **Gold Snuff Box,** with portrait on lid. *Lent by Viscount Exmouth.*

2416 **Gold and Tortoise Shell Snuff Box** with miniature painting of Napoleon, presented to Admiral Sir C. Tyler, by King George III.
Lent by Lieutenant G. W. Tyler, R.N.

2417 **Lapis Lazuli Gold Snuff Box,** presented by the King and Queen of Naples to Captain Robert Campbell. *Lent by Mrs. Pemberton.*

2418 **Gold Snuff Box**, presented by the King and Queen of Naples to Captain R. Campbell. *Lent by Mrs. Pemberton.*

2419 **Silver-gilt Snuff Box,** with head of Nelson in oval Medallion, on a pedestal. Figure of Fame on one side, and Britannia on the other; hull of H.M. Ship Victory in the background.
Lent by Messrs. Collingridge Bros.

2420 **Papier-maché Snuff Box** with miniature of Lord Nelson.
Lent by Messrs. Collingridge Bros.

2421 **Snuff Box** made from the timbers of H.M.S. Bellerophon.
Lent by Miss Emily Cole.

2422 **Gold Snuff Box,** presented by the Mayor and Corporation of the City of London to Captain Edward Berry, containing the Freedom of the City as testimony of his gallant behaviour on Aug. 1st, 1798, while serving under Rear-Admiral Sir Horatio Nelson, as Flag Captain in H.M S. Vanguard at the Battle of the Nile. On the lid is a representation in enamel of the action at the time of the blowing up of the Orient. On the bottom is carved in thin gold a picture of H.M.S. Vanguard.
Lent by the Rev. Ed. Stanley Carpenter.

2423 **Gold and Diamond Snuff Box,** presented to Captain Edward Carpenter, R.N., after the battle of Navarino.
Lent by Rev. Ed. Stanley Carpenter.

2424 **Snuff Box,** horse's head, carved in black oak, formerly part of H.M. Ship Royal George. It belonged to Commander W. Hutchinson, Harbour Master of Kingstown, and was given by him to the present owner. *Lent by the Chevalier Dalton, I.S.R.C.*

2425 **Snuff Box** made from a piece of the oak of the Royal Sovereign, Vice-Admiral Collingwood's flag-ship at Trafalgar.
Lent by C. Collingwood Denny, Esq.

2427 **Oak Snuff Box,** with copper mounts attached, made from the wreck of the Royal George. *Lent by R. Gibbens, Esq.*

2428 **Snuff Box** made out of the wood of the Black Joke, the famous slaver, taken by Sir F. Collier. *Lent by Mrs. Carr-Glyn.*

2429 **Box** made from the timbers of H.M.S. Goliath, in which Mr. J. A. Gordon served under Captain Foley in the battle of the Nile, 1st August, 1798. The Goliath was broken up at Devonport in 1833.
Lent by the Misses Gordon.

2430 **Box** made from the timbers of H.M.S. Active, commanded by Captain Gordon in the Adriatic in 1810-1812, and in 1818-1821. Broken up at Devonport in 1833. *Lent by the Misses Gordon.*

2431 **Box** made from the wood of the Royal George, 100, sunk in 1782; Royal William, 84; Victory, 100; and Edgar, 70, blown up at Spithead in 1711. *Lent by the Misses Gordon.*

2432 **Snuff Box** brought up from the wreck of the Royal George, and supposed to have belonged to Rear-Admiral Kempenfelt.
The snuff box is made of a univalve shell with a silver lid, engraved on the outside with the arms of Knight, of Clopton. On the inside of the lid are rudely cut the letters J. K., 1772. There was no officer of the name of Knight on board the Royal George when she was lost, and the box may very probably have been a present to Kempenfelt from his contemporary, Rear-Admiral John Knight. *Lent by Dr. C. J. Hare.*

2433 **Silver Snuff Box,** once the property of Lord St. Vincent.
Lent by Colonel E. H. B. Lysons.

2434 **Mother-of-Pearl Snuff Box,** mounted in gold, made of materials from the cabin of the Royal George. *Lent by A. S. Marsden, Esq.*

2435 **Twenty-four Snuff Boxes,** &c., made from the timbers or fittings of various old men-of-war, mostly ships engaged in the Battles of St. Vincent and Trafalgar. *Lent by the Earl of Northesk.*

2436 **Gold Snuff Box** presented to Captain Palmer by the Officers of the Hebrus after the Battle of Algiers. *Lent by Lt.-Col. Edmond Palmer.*

2437 **Armada Snuff Box.** *Lent by H.M. The Queen.*

2438 **Admiral Lord Nelson's Snuff Box.** *Lent by H.M. The Queen.*

2439 **Small Snuff Box** made of a portion of a beam of the Royal George. Formerly in the possession of Commander F. W. R. Sadler, who, as Assistant Master-Attendant of Portsmouth Dockyard, was officially present at the blowing up of the wreck.
Lent by J. P. Sadler, Esq.

2440 **Gold Enamelled Snuff Box**, the property of Lord Nelson; presented to him by the Austrian Government.
Lent by Lieut. Lionel G. Tufnell, R.N.

2441 **Gold Snuff Box** presented to Capt. Webley-Parry, R.N., by the Officers of the Ward-room of H.M.S. Prince Regent, December, 1825, on his giving up the command of the vessel.
Lent by the Misses Webley-Parry.

2442 **Gold Snuff Box** presented by the officers of H.M.S. Christian VII. to Admiral the Hon. Sir Joseph Yorke, 1808.
Lent by Captain the Hon. John Yorke, R.N.

2444 **Box** made of the wood of the cask in which Nelson's body was brought home. *Lent by Edgar Goble, Esq.*

2445 **Gold Snuff Box** presented to Rear-Admiral Sir Thomas Louis by the Queen of Naples. *Lent by Miss Louis.*

2446 **Gold Snuff Box** presented to Captain Charles Ekins by the officers of his ship, the Superb, after the bombardment of Algiers, 1816; with inscription.
Lent by Rear-Admiral Sir Lambton-Lorraine, Bart.

2447 **Oak Snuff Box** made of wood from the Mary Rose sunk at Spithead, 1545. *Lent by L. Ratcliffe, Esq.*

2448 **Snuff Box** made from the block by which was hoisted the signal "England expects that every man will do his duty." The wood was presented to Mr. Richard Nisbet by Captain, afterwards Sir Benjamin Hallowell, his former commander in H.M. Sloop Scorpion.
Lent by Captain Edward Perry Nisbet.

2449 **Snuff Box** presented by Lord Nelson to Sir Samuel Chambers, by Sir Samuel Chambers to Michael Goatham, Esq., by Michael Goatham, Esq., to the present owner. *Lent by W. F. Richmond, Esq.*

2450 **Gold Snuff Box** taken at Manilla, 1762, by Admiral Sir Samuel Cornish. *Lent by Miss Sumner.*

2451 **Gold Snuff Box** presented by the Ward Room Officers of H.M.S. Cornwall to Captain J. Broughton R.N., February 20th, 1813.
Lent by Lady Glover.

2452 **Snuff Box** made from the timbers of the Royal Sovereign (containing in the lid a lock of Lord Collingwood's hair).
Lent by the Corporation of Newcastle-upon-Tyne.

2453 **Snuff Box** made from timbers of H.M.S. Bellerophon (contains a French coin given by Napoleon to the coxswain of the boat that conveyed him ashore at St. Helena).
Lent by the Officers of the R.M.L. Infantry, Plymouth Division.

2454 **Snuff Box** made from the timbers of a Turkish ship destroyed at Navarino.
Lent by the Officers of the R.M.L. Infantry, Plymouth Division.

2455 **Snuff Box** made from the timbers of H.M.S. Shannon (Captain Sir P. Broke).
Lent by the Officers of the R.M.L. Infantry, Plymouth Division.

2456 **Gold Snuff Box** with mosaic landscape on the lid. Inside is the following inscription :
"Presented at Rome, Dec. 1st, 1816, by Pope Pius the VII., to Capt. Thos. Forrest, commanding H.M. Frigate Ister, on the occasion of his restoring to their country the last of the Christians liberated from slavery at Tunis."
Lent by Thomas Vaughan Forrest, Esq.

2457 **Snuff Box** which belonged to Sir John Franklin.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

2458 **Snuff Box** made from a piece of the keel of H.M.S. Centurion (Anson's ship), which circumnavigated the world, 1740-1744.
Lent by the executors of the late Staff-Captain Henry Hosken, R.N.

2459 **Gold Snuff Box** presented by the City of London to Admiral Sir John Borlase Warren, after his victory won in 1794.
Lent by the Hon. William Warren Vernon.

2460 **Silver Snuff Box** that belonged to Lieut. Brett, First Lieutenant of the Centurion, in her voyage round the world under Anson.
Lent by Mrs. T. R. Hoare.

2461 **Gold Snuff Box** presented to Admiral Lord Exmouth by the Mayor and Corporation of the Town of Bideford.
Lent by Viscount Exmouth.

2462 **Gold Snuff Box** which belonged to Viscount Nelson.
Lent by Horatio Girdlestone, Esq.

2463 **Snuff Box**, made from the wood of the Spanish ship San Nicolas captured in the battle off Cape St. Vincent on the 14th Feb., 1797. Presented to the late Dr. Butler, of Brentwood, Essex, by the niece of Earl St. Vincent.
Lent by Mrs. Henry Woodrow.

2464 **Gold Snuff Box** presented by the Town of Hull to Admiral Lord Duncan. *Lent by Earl of Camperdown.*

2465 **Gold Snuff Box** presented by the City of Edinburgh to Admiral Lord Duncan. *Lent by Earl of Camperdown.*

2466 **Silver and Bog Oak Snuff Box** presented by the City of Dublin to Admiral Lord Duncan. *Lent by Earl of Camperdown.*

2467 **Gold Snuff Box** presented by the City of Cork to Admiral Lord Duncan. *Lent by Earl of Camperdown.*

2468 **Gold Snuff Box** presented by the City of Glasgow to Admiral Lord Duncan. *Lent by Earl of Camperdown.*

2469 **Snuff Box**, with head of Nelson in relievo, A.D. 1805.
Lent by Messrs. L. & J. Parnell.

2470 **Snuff Box** which formerly belonged to Vice-Admiral Lord Collingwood. *Lent by the Mayor and Corporation of Brighton.*

2471 **Silver-gilt Snuff Box** presented to Admiral Sir Richard Onslow, Bart., by the City of Hull. *Lent by Sir William W. R. Onslow, Bart.*

2472 **Silver and Bog-oak Snuff Box** presented to Admiral Sir Richard Onslow, Bart., by the City of Dublin.
Lent by Sir William W. R. Onslow, Bart.

2473 **Gold Snuff Box** presented to Admiral Sir Charles Napier, K.C.B., by Her Majesty The Dowager Queen Adelaide.
Lent by Mrs. Henry Jodrell.

2474 **Heart of Oak Snuff Box** presented to Admiral Sir Charles Napier, K.C.B., with the Freedom of the City of London.
Lent by Mrs. Henry Jodrell.

2475 **Snuff Box,** given to Lady Hamilton by Lord Nelson, and by Lady Hamilton to the lender's father at Naples, made of Green Lava from Vesuvius. *Lent by Simon Rendall, Esq.*

2476 **Tortoiseshell Snuff Box,** mounted in silver; belonged to Admiral Benbow. *Lent by Miss Constance Benbow Hebbert.*

2477 **Gold Box,** presented to Admiral Viscount Exmouth, on his being made a D.C.L. of the University of Oxford.
Lent by Viscount Exmouth.

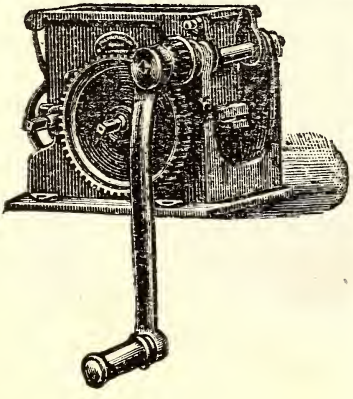
2477A **Gold Snuff Box** presented to Admiral Earl Howe by the City of Dublin. *Lent by Earl Howe.*

2477B **Gold Snuff Box** presented to Admiral Lord Howe by the City of London. *Lent by Earl Howe.*

2477C **Gold Snuff Box** presented to Admiral Sir Charles Napier, K.C.B., by H.R.H. the Duke of Sussex. *Lent by Mrs. Henry Jodrell.*

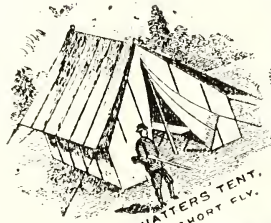
2477D **Tobacco Box of Samuel Pepys.**
Lent by the Clothworkers' Company.

2477E **Snuff Box** which belonged to Admiral Lord Nelson, and was in his possession at the time of his death. *Lent by H. J. Hobden, Esq.*

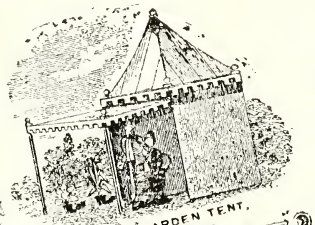


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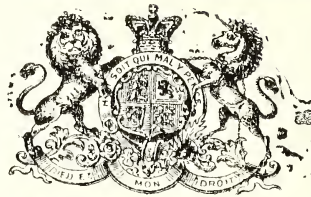
ILLUSTRATED PRICE LISTS POST FREE ON APPLICATION.

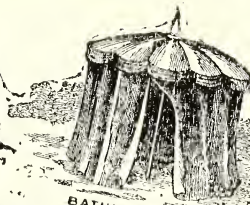


SQUATTERS' TENT, WITH SHORT FLY.



SQUARE GARDEN TENT.





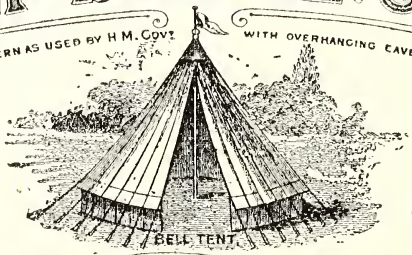
BATHING TENT.



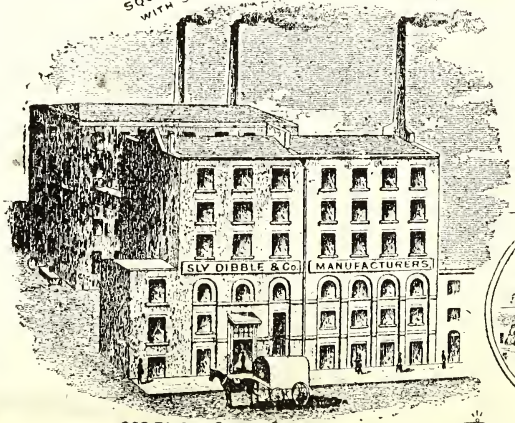
RICK CLOTHS, MADE IN THREE QUALITIES.

SLY, DIBBLE & Co

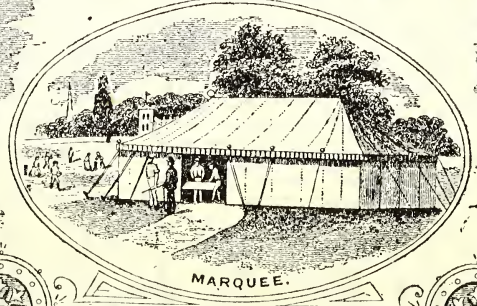
NEW PATTERN AS USED BY H.M. Covt WITH OVERHANGING EAVES.



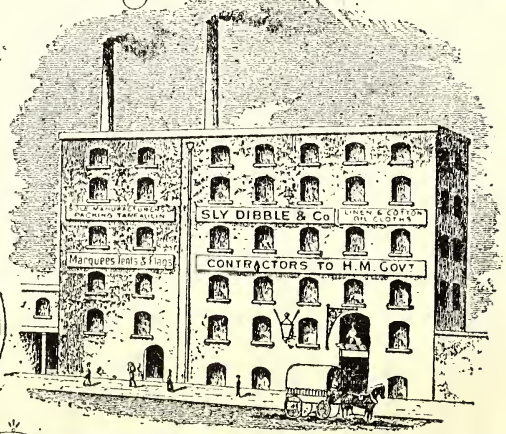
BELL TENT.



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DECORATIONS, MEDALS, COINS, &c.

2478 Collection of British War Medals and Decorations. Representing all the Wars in which Great Britain has taken part.

Lent by Captain A. E. Whitaker, 5th (Northumberland) Fusiliers.
Amongst them are the following :—

1.—The GOLD MEDAL FOR CAPTAINS commanding men-of-war in general actions—one for the Captain of the *Queen Charlotte*, at Lord Howe's victory on the 1st June, 1794; one for the Captain of the *Russell*, at the battle of Camperdown under Admiral Duncan; and one for the Captain of the *Britannia* at the battle of Trafalgar under Lord Nelson.

The GOLD BLAKE MEDAL, for the defeat of the Dutch Fleet under Admiral Von Tromp, on 31st July, 1653, by Admiral Blake; the SULTAN'S GOLD MEDAL FOR EGYPT, 1801, in four varieties, for services by the British Navy and Army under Admiral Lord Keith and General Sir Ralph Abercromby respectively; medals in gold, silver, and bronze, for the storming of ST. JEAN D'ACRE by the British fleet under Admiral Sir Robert Stopford in 1840; and the ABYSSINIAN ORDER OF SOLOMON given by King John to the Naval Embassy, under Admiral Sir William Hewett.

2.—The SILVER NAVAL WAR MEDAL, to which there are 202 clasps, the combinations being from one to five clasps. In this collection there are over one hundred varieties, including clasps for "1*st June*, 1794," Lord Howe's victory over the French fleet; "14 *March*, 1795," action with the French fleet in which Lord Hotham captured two ships of the line; "23 *June* 1795," action by Admiral Lord Bridport and capture of three French sail of the line; "*Dryad* 13 *June* 1796," capture of a French frigate by Lord A. Beauclerk; "*Camperdown*," Admiral Duncan's victory over the Dutch fleet and capture of eight ships and two frigates; "*Indefatigable* 13 *January* 1797," and "*Amazon* 13 *January* 1797," destruction of the French ship *Droits de l'Homme* and the loss of the *Amazon*; "*Phœbe* 21 *Dec.* 1797," capture of the French ship *Néréide* by Captain Robert Barlow; "*St. Vincent*," Admiral Sir J. Jervis' victory over the Spanish fleet; "*Lion* 15*th July* 1798," action with Spanish frigates; "*Nile*," Rear Admiral Sir Horatio Nelson's victory over the French fleet; "12 *Oct.* 1798," action with the French squadron and capture of two vessels by Sir J. W. Warren; "*Sybille* 28 *Feby.* 1799," capture of the French frigate *Forte* by Captain Cooke; "*Acre* 30 *May* 1799," successful defence of St. Jean d'Acre by Sir Sidney Smith during the siege by the French; "*Penelope* 30 *March* 1800," capture of the French line-of-battle ship *Guillaume Tell*; "*Seine* 20 *Augt.* 1800," capture of the French frigate *Vengeance*; "*Egypt*," operations on the coast by the fleet under Admiral Lord Keith in co-operation with the army under Sir Ralph Abercromby; "*Phœbe* 19 *Feby.* 1801," capture of the *Africaine* by Captain Robert Barlow; "*Copenhagen* 1801," the battle

2478—*continued.*

of Copenhagen by the fleet under Vice-Admiral Lord Nelson; "*Speedy* 6 *May* 1801," capture of the Spanish xebec *Gamo* by Commander Lord Cochrane; "*Gut of Gibraltar* 12 *July* 1801," action with the French and Spanish squadrons by the fleet under Sir J. Saumarez; "*Arrow* 3 *Feby.* 1805," and "*Acheron* 3 *Feby.* 1805," gallant protection of 28 merchant ships by commanders Vincent and Farquhar; "*Phœnix* 10 *Augt.* 1805," capture of the French frigate *Didon* by Captain Baker; "*Trafalgar*," the battle on the 21st Oct. 1805, at which Lord Nelson was killed; "*4th November* 1805," four French line-of-battle ships captured by the squadron under Sir R. Strachan; "*St. Domingo*," the battle of St. Domingo and destruction of four sail of the line by Vice-Admiral Sir J. Duckworth; "*London* 13 *March* 1806," capture of the French ships *Marengo* and *La Belle Poule* by the *London* and *Amazon*, under Captains Sir Harry Neale and Parker; "*Sirius* 17 *April* 1806," action with French flotilla at Civita Vecchia by Captain Prowse; "*Blanche* 19 *July* 1806," capture of the *Guerrière* by Captain Lavie; "*Curaçoa*," capture of the island on the 1st January, 1807, by the *Arethusa*, *Anson*, *Fisgard*, *Latona*, and *Morne Fortunée*; "*Hydra* 6 *Augt.* 1807," attack on batteries at Begur and capture of two men-of-war by Captain Mundy; "*Stately* 22 *March* 1808," destruction of the Danish line-of-battleship *Prince Christian Frederick* by Captain Parker; "*Virginie* 19 *May* 1808," capture of the Dutch frigate *Guilderland* by Captain Brace; "*Centaur* 26 *Augt.* 1808," and "*Implacable* 26 *Augt.* 1808," defeat of Russian fleet and capture of the *Sewolod* by Rear-Admiral Sir Samuel Hood; "*Amethyst with Thetis*," capture of the frigate *Thetis* on 10th Nov., 1808, by Sir Michael Seymour; "*Martinique*," capture of the island by the fleet under Rear-Admiral Sir A. Cochrane in conjunction with the troops under General Beckwith; "*Horatio* 10 *Feby.* 1809," capture of the French frigate *Junon*; "*Basque Roads* 1809," action with and destruction of ships of the French fleet on 12th April, 1809, by Admiral Lord Gambier; "*Pompée* 17 *June* 1809," capture of the French man-of-war *Hautpoult* by Captain Fahie; "*Diana* 11 *Sept.* 1809," capture of the *Zephyr* by Lieut. Kempthorne; "*Anse-la-Barque* 18 *Dec.* 1809," storming of batteries and capture of the frigates *Loire* and *Seine* by Captain Ballard; "*Guadaloupe*," capture of the island by the fleet under Sir A. Cochrane in conjunction with a military force under General Beckwith; "*Banda Neira*," capture of Banda and its dependent spice islands by Captain Cole; "*Spartan* 3 *May* 1810," action with the French vessels *Cérès* and *Fama*, Murat's yacht, a cutter of 10 guns, and eight gun boats—the cutter was captured by the *Spartan*, commanded by Captain Brenton; "*Boadicea* 18 *Sept.* 1810," action with the French squadron and capture of vessels; "*Lissa*," action against the combined French and Italian squadrons by four frigates under Captain Hoste; "*Anholt* 27 *March* 1811," defence of the island and repulsion of the Dutch flotilla by 350 men of the navy in conjunction with some troops; "*Off Tamatave* 20 *May* 1811," action with French squadron and capture of a frigate by Captain Schomberg; "*Java*," capture oi the island by the fleet under Rear-Admiral Stopford in conjunction with the troops under General Auchmuty; "*Pelagosa* 29 *Nov.* 1811," capture of two French frigates; "*Northumberland* 22 *May* 1812," destruction of two French frigates and a brig by Captain Hotham; "*Off Mardoe* 6 *July* 1812," destruction of two Danish frigates

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and two brigs by Captain Stewart; "*Shannon with Chesapeake,*" sea duel between the two frigates; "*St. Sebastian,*" a squadron of the navy under Sir George Ralph Collier supported the army during the blockade: "*Gluckstadt* 5 *Jany.* 1814," capture of the fortress by six gunboats; "*Venerable* 16 *Jan.* 1814," capture of two French frigates by Rear-Admiral Durham; "*Eurotas* 25 *Feb.* 1814," capture of the French frigate *Clorinde* by Captain Phillimore; "*Hebrus with L'Etoile,*" capture of the French frigate *Etoile* on 27 March, 1814, by Capt. Palmer; "*Phœbe* 28 *March* 1814," capture of the American frigates *Essex* and *Essex Junior* by Captain Hillyar; "*The Potomac* 17 *Aug.* 1814," capture of Fort Washington, destruction of the Forts at Alexandria, America, and the capture of twenty-two vessels with all their merchandise by Captains Gordon and Napier; "*Endymion with President,*" capture of the American frigate *President* on 15th January, 1815, by Capt. Hope; "*Gaieta* 24 *Fuly* 1815," reduction of Gaieta by Capt. Fahie; "*Algiers,*" the bombardment of Algiers on 27th August, 1816, by Admiral Lord Exmouth; "*Navarino,*" destruction of the Turkish fleet by Vice-Admiral Sir Edward Codrington; "*Syria,*" capture of Acre and operations on the coast of Syria in November, 1840, under Admiral Sir Robert Stopford. There are also clasps for "*Boat Services*" bearing the dates the various actions, or cutting-out expeditions on which the boats were engaged.

3.—*The Baltic Medal,* specially issued to the fleet employed in that sea during the war with Russia.

4.—The Victoria Cross, awarded to "Seaman Thomas Reeves, 5 November 1854."

Medals for *Conspicuous Gallantry,* and *Meritorious Service* (Arctic Expedition, 1854), and *Long Service and Good Conduct* in two varieties.

5.—The following medals, being alike for both services, were issued to the Navy and Army :—

The First Burmese War; the Indian War Medal, 1799 to 1826; Campaign in Scinde, 1843; Punjab Campaign, 1849; the India General Service Medal, for the *Second Burmese War* and *Persia;* the India Mutiny; all by the Honourable East India Company.

The Medal for the Crimea; First and Second Medal for South Africa; China, 1840-42; Second China Medal; New Zealand; Abyssinia; Ashantee; Egypt, 1882-85; and Burma, 1885-87.

6.—The miscellaneous collection contains the following naval medals; a large silver Medal of King Charles II., for the naval victory over the Dutch at Lowestoft, on 3rd June, 1656; and another for the Peace of Breda, 1667.

Boulton's Trafalgar Medals (two varieties); *Davison's Nile Medal* in silver, bronze-gilt, and bronze; *Earl St. Vincent's testimony of approbation* to the seamen of H.M.S. *Ville-de-Paris;* medals for Arctic Discoveries, 1818-55 and 1876; *Sir Gilbert Blane's Gold Medal.*

With the medals for saving life are six varieties, in silver and bronze, of the *Royal Humane Society;* medals of the *Royal National Institution;* the *Board of Trade;* the *Tayleur Fund Medal,* Lloyd's Medal for Saving Life from Shipwreck; the *Marine Society;* the *Shipwrecked Fishermen and Mariners' Royal Benevolent Society;* the *Liverpool Ship-*

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wreck and Humane Society (in three varieties); the *Norfolk Association;* and medals awarded by the following countries to British subjects for saving life :—*Canada* (gold), *India*, *America*, *Holland*, and *France* (one in gold and four in silver).

The Collection of Army War Medals contains :—

7.—The GOLD MEDALS and CROSSES given to generals and field-officers for services in the Peninsula and other wars, including the following actions :—*Roleia*, *Talavera*, *Fuentes d' Onor*, *Albuhera*, *Java*, *Salamanca*, *Vittoria*, *St. Sebastian*, *Nivelle*, *Nive*, *Orthes* and *Toulouse;* also the SILVER WAR MEDAL, with 28 clasps, representing the principal actions from the war in *Egypt*, 1801, to the concluding battle in the Peninsula, *Toulouse*, 1814, under the Duke of Wellington, which include beside the above-mentioned battles, the following actions :—*Maida*, *Vimiera*, *Sahagun*, *Benevente*, *Corunna*, *Martinique*, *Guadaloupe*, *Busaco*, *Barrosa*, *Ciudad Rodrigo*, *Badajoz*, *Fort Detroit*, *Pyrenees*, *Chateauguay* and *Chrystler's Farm*. The combinations of the clasps are very numerous, extending from 1 to 13 for each medal, and each combination varies from any other.

8.—Collection of WATERLOO MEDALS, representing the several divisions of cavalry, artillery, and infantry, as well as the various British regiments, and regiments of the King's German Legion engaged; also the HANOVERIAN WATERLOO MEDAL, given by the Prince Regent of England to the different regiments of the Hanoverian Army, in all 103.

The NASSAU and BRUNSWICK WATERLOO MEDALS.

9.—Medals granted by the East India Company, including :—

Gold and Silver medals, for the war in the DECCAN, 1784.
,, ,, ,, in MYSORE, 1791-92.
Silver Medal, for CEYLON, 1795-96.
Gold, Silver-gilt, Silver, Bronze and Tin (Sepoys), for SERINGAPATAM, 1799.
Silver medal, for EGYPT, 1801.
Gold and Silver, for the capture of the Islands of RODRIGUES, BOURBON and the ISLE OF FRANCE (Mauritius), 1809-10.
Gold and Silver, for JAVA, 1811.
Silver, for NEPAUL, 1816.
Gold and Silver, for FIRST BURMESE WAR, 1824-26.
Silver for COORG, 1837.

The later medals given by the East India Company were of silver, and were for :—

The capture of GHUZNEE, 1839; the defence of JELLALABAD, 1842 (for which a second medal was also given by the English Government); for the actions at *Candahar*, *Cabul*, *&c.*, in the CAMPAIGN IN AFGHANISTAN, 1842; and for the defence of KELAT-I-GHILZIE, 1842.

The CAMPAIGN IN SCINDE, 1843, in three varieties, for *Meeanee*, *Hyderabad*, and *Meeanee-Hyderabad;* varieties of the SUTLEJ CAMPAIGN, 1845-46, for *Moodkee*, *Ferozeshuhur*, *Aliwal* and *Sobraon;* the PUNJAB CAMPAIGN, 1848-9, with clasps, for *Mooltan*, *Chilianwala* and *Goojerat*.

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The ARMY OF INDIA WAR MEDAL, with 21 clasps, for the principal actions in India from the *Capture of Allighur*, 1803, to the *Capture of Bhurtpoor*, 1826, and including the following:—*Allighur*, 1803, *Battle of Delhi*, 1803, *Assye*, 1803, *Asseerghur*, 1803, *Laswarree*, 1803, *Argaum*, 1803, *Gawilghur*, 1803, *Battle of Deig*, 1804, *Capture of Deig*, 1804, *Nepaul*, 1816, *Kirkee and Poona*, 1817, *Nagpore*, 1817, *Seetabuldee and Nagpore*, 1817, *Maheidpore*, 1817, *Ava*, 1824-26, and *Bhurtpoor*, 1826.

The SECOND BURMESE WAR, 1852-3, which has now become the INDIA GENERAL SERVICE MEDAL, and 12 clasps have already been granted with it, the last being *Burma*, 1887-9; amongst them are, *Pegu*, 1852-53, *Persia*, 1856-57, *North-West-Frontier*, 1849 to 1863, *Umbeyla*, *Bhootan*, *Jowaki*, 1877-78, *Perak* and *Burma*, 1885-87, *Hazara*, 1888 (bronze for native followers), and for *Burma*, 1887-89.

The last medal given by the East India Company was the MUTINY MEDAL, with five clasps, for *Delhi*, *Defence of Lucknow*, *Relief of Lucknow*, *Lucknow* and *Central India*.

In 1843, a bronze star, made from the enemy's guns, was given for the battle of *Punniar*, and another for the battle of *Maharajpoor*, during the CAMPAIGN IN GWALIOR, and in 1848, a medal for MERITORIOUS SERVICE was instituted by the Company.

Since the assumption of Her Majesty to the supreme power in India, the only distinct medal issued was for the war in AFGHANISTAN, 1878-79-80, with six clasps, for *Ali Musjid*, *Peiwa Kotal*, *Charasiah*, *Kabul*, *Ahmed Khel* and *Kandahar*; a bronze star was also awarded to the troops which accompained Sir F. Roberts on the march from KABUL TO KHANDAHAR.

10.—Medals for the CRIMEA with clasps for *Alma*, *Inkerman*, *Balaklava*, *Sebastopol*, and a clasp for *Azoff* to the Naval Force employed in that sea.

SOUTH AFRICA, 1853, and the SECOND SOUTH AFRICA medals for services from 1877 to '79, with clasps, for the year or years in which the recipient served.

The FIRST CHINA MEDAL, 1840-42, and the SECOND CHINA MEDAL, 1857-60, with clasps for *China*, 1842, *Fatshan*, 1857, *Canton*, 1857, *Taku Forts*, 1858, *Taku Forts*, 1860, *Pekin*, 1860.

NEW ZEALAND medals (20 varieties) for the wars from 1845 to 1866, according to the year or years in which the recipient served. ABYSSINIA, 1868, ASHANTEE, 1873-74, with clasp for *Coomassie*.

EGYPT, 1882-89, with clasps for *Tel-el-Kebir*, *Suakin*, 1884, *El-Teb*, *Tamaai*, *El-Teb-Tamaai*, *The Nile*, 1884-85, *Abu Klea*, *Kirbekan*, *Suakin*, 1885, *Tofrek*, *Gemaizah*, 1888, *Toski*, 1889, and a clasp for *Alexandria* issued to the Naval force engaged in the bombardment of that place. NORTH WEST CANADA, 1885, with clasps for *Saskatchewan*.

Varieties of the VICTORIA CROSS, given to both Army and Navy. It was instituted in 1856, and is of bronze made from captured guns. Medals for DISTINGUISHED CONDUCT IN THE FIELD and for MERITORIOUS SERVICE.

Medals for LONG SERVICE AND GOOD CONDUCT, in two varieties given by the East India Company; in two varieties given by the English Government; and in two varieties for the British Navy.

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The miscellaneous collection contains an Embroidered Star of the *Order of the Garter*, worn by King George III., and the Gold Badge of the Order; five Stars of the *Order of the Bath*, and the jewel of the Order; two Badges of the *Order of St. Patrick;* the Star of the *Order of the Thistle;* the Cross and three Stars of the *Guelphic Order*, together with a Gold Cross of the Military Order, a Gold Cross of the Civil Order, and a Gold Neck Chain, to which is attached the Gold Cross of the Civil Order, all of which belonged to the Grand Master of the Order; the *Order of British India;* and the three classes of *Indian Order of Merit.*

Cromwell's medal for the *Battle of Dunbar* in 1650; medals of the *Earl of Essex* (two varieties), *Sir Richard Brown*, 1644, *Sir Thomas Fairfax*, 1645, for the Battle of Naseby, all commanders in the Parliamentary Army; *King William III.* Silver Medal for the *Battle of the Boyne*; the *Duke of Cumberland's Medal* for the Capture of Carlisle; and Medal for the *Battle of Culloden.*

Two *Badges of King Charles I.;* six varieties of medals presented by King George III. to *North American Indian Chiefs* the *Empress of India Medal* in gold and in silver; *General Gordon's Star*, issued to his troops in Khartoum.

Good Shooting is represented by silver medals for the *Best Shot in the British Army*, *Best Shot in Army* (officers), *Best Shot in the Native Army India*, the *Rifle Association of Northern India*, *Good Shooting Badge Native Army India*, and the Bronze-gilt *Magdala Medal*, in two varieties, for the Best shot in the Native Army in the Bengal Presidency, &c., &c.

13.—Regimental Medals were generally given in silver and bronze by officers to commemorate the actions in which the recipient served, some particular act of bravery, or for good conduct.

The collection includes medals of the following Regiments:—The Household Cavalry, 10th Hussars, 12th Lancers (gold, given by Pope Pius VI.), 22nd Light Dragoons, 2nd Queen's Royals, 5th Fusiliers (six varieties), 7th Fusiliers, 22nd Regiment (two varieties), 26th Cameronians, 28th Regiment (No. 5 Company), 38th Regiment, 40th Regiment (two varieties), 42nd Highlanders (two varieties), 44th Regiment (Forlorn Hope Medal at the Assault of Badajoz), 48th Regiment (two varieties), 49th Regiment, 56th Regiment, 57th Regiment, 71st Highland Light Infantry (two varieties), 74th Regiment (two varieties), 77th regiment (two varieties), 79th Cameron Highlanders, 88th Connaught Rangers (seven varieties), 94th Regiment, the Rifle Brigade, the Cape Mounted Rifles, 24th Madrras Native Infantry, East India Company's European Regiment, &c., &c.

In the collection of the Militia, Yeomanry and Volunteer medals, 23 regiments are represented; they are "a rare and exceedingly interesting series of decorations, illustrating a time when this country was threatened by French invasion. Some were awarded for special service or merit, others to soldiers when their respective regiments were disbanded. They are honorary rewards for bravery, soldierly conduct, or for good shooting."—*Gibson.* Among these may be mentioned the following:—*Bantry Garrison*, *John o' Gaunt's Bowmen*, *Suffolk Yeomanry Cavalry*, *Sherwood Rangers*, *Nottinghamshire Yeomanry*,

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Royal Edinburgh Volunteer Infantry, Worlingworth Volunteers, Breadalbane Highlanders, Royal Dublin Volunteers, Hundred of Godley Cavalry, Rutland Legion Yeomanry Cavalry, Royal Tyrone Militia, Sadborow Yeomanry, Duke of Cumberland's Sharpshooters, &c., &c.

14.—The collection also contains numerous foreign War Medals and Decorations conferred on British subjects; the following may be mentioned:—The Afghan *Order of the Dooranee;* the Austrian *Order of Leopold; Order of Maximilian Joseph* of Bavaria; Imperial Decoration of China, the *Crystal Button* (three classes); the *Osmanieh Order;* the Khedive's Star; the French *Legion of Honour*, in three varieties, and the *French War Medal;* Medal of *Pope Pio IX.;* the Persian *Order of the Lion and Sun;* the Portugese *Order of the Tower and Sword*, and *Gold Cross for the Peninsula War;* the *Sardinian War Medal;* the Spanish *Orders of Charles III., St. Ferdinand, Isabella the Catholic, Maria Isabella Louisa* silver medal for *Bagur and Palamos*, and gold crosses for *Talavera, Ciudad Rodrigo Albuera;* the *Order of the Medjidie;* the Turkish silver medals for Silistria, the *Defence of Kars*, the *Crimea*, in three varieties, and *General Service War Medal;* the Belgium *Order of Leopold;* the Grecian *Order of the Redeemer;* the Sicilian *Order of St. Januarius;* the Prussian *Order of the Red Eagle;* the Saxe-Gotha *Order of Saxe-Ernest;* the Sardinian *Order of St. Maurice and St. Lazarus;* the Russian *Orders of St. George, St. Anne* and *St. Alexander Newsky*, the Sweden and Norway *Order of the Sword*, and the Wurtemberg *Order of Miltary Merit.*

The foreign collection also contains many other Decorations and War Medals, among which are the Afghan *Military Star of Shir Ali*, the Austrian *Cross for the Relief of Vienna*, 1630, the *Order of St. Stephen, Medal for Military Valour*, and *Cross for Military Merit;* Baden *War Medals;* Bavarian *Crosses for Campaigns*, 1813-14, 1866, and for *Veterans;* the Belgium *Order of Merit;* the Brazilian *Order of the Rose;* the Danish *Order of the Danneborg*, and Danish *War Medals;* the French *Order of the St. Esprit, the Cross of July*, 1830, and silver medals for campaigns in *Italy, Mexico, China*, 1860 and 1883-85, *St. Helena Medal, Ambulance Corps*, and Civil *Medal for Acts of Bravery;* the Grecian *Cross for the War of Liberty;* Hanoverian *War Medals;* the Dutch Orders of the *Belgian Lion* and the *Oaken Crown;* Dutch Medal, *Martin Tromp*, to commemorate the death of that Admiral in the action with the English Fleet, on 31st July, 1653, and the *Doggerbank Medal*, in memory of the naval battle between Admiral Zoutman and Rear-Admiral Parker, on the 5th of August, 1781; the Dutch *Order of William*, the *Cross for Hasselt*, and the *Medal of the Hague;* the *Order of the Crown of Italy, Garibaldian* and other *War Medals;* the Mexican *Order of Guadaloupe;* the Duchy of Parma *Order of St. Constantine;* the Papal States *Orders of Gregory the Great*, the *Golden Spur*, and Pius IX.; the Prussian *Order of the Iron Cross*, the *Order of Merit*, the *Order of the House of Hohenzollern*, the *Order of St. John*, and several crosses and medals for various campaigns; the Roumanian *Order of the Star;* the Russian Orders of St. Stanislaus, the *White Eagle, Military Merit*, and other military decorations: the Seikh *Order of Runjeet Singh;* the Sardinian Medal for *Faithful Service* and *War Medal* for Crimea; the Saxe Weimar *Order of the White Falcon*, and *Medal to Faithful Warriors;* the Spanish *Order of St. John, Cross for*

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Carlist War, 1873; and Medal for *Campaign in Morocco;* Sweden and Norway, *Medal of Gustavus Adolphus;* various *Turkish War Medals;* the Sicilian *Order of Francis I.;* Medal for *Siege of Messina*, and other war medals; Venezuela, the *Order of the Bust of Bolivar*, and the Order for 29th August, 1861; the Wurtemberg Medal for *Faithful Service in War;* the Waldeck *Order of Merit*, &c., &c.

2479 **Six Silver Medals.** *Lent by R. H. Crozier, Esq.*

2480 **The Gold Trafalgar Medal.** *Lent by Lieut. G. W. Tyler, R.N.*

2481 **Medals** presented to Captain Norwich Troubridge for services rendered, 1842—48. *Lent by Miss C. F. Troubridge.*

2482 **Gold Medal.** Victory of the Nile. Davison's Tribute of regard. *Lent by Lady Thompson.*

2483 **Silver and Bronze Medals** in commemoration of Lord Anson's voyage round the world (1740—44) and victory off Cape Finisterre (1747). *Lent by Commander C. V. Anson.*

2484 **Bronze and Copper Medals** struck in commemoration of Admiral Vernon's capture of Porto Bello and Chagres. *Lent by Commander C. V. Anson.*

2485 Ditto, with the Royal Arms. *Lent by Commander C. V. Anson.*

2486 **Gilt Medal** commemorating the Victory of the Nile, 1st August, 1798. On one side the bust of Lord Nelson on a shield supported by Victory, and on the other side the order of battle of the two fleets.

The medal presented by Alexander Davison, Esq., to William Mead, who served on board the Swiftsure, has come down to the present holder as an heirloom.

Lent by Mr. C. Burrough, late Chief Gunner's Mate.

2487 **Commemorative Silver Medal** of the battle of Trafalgar. *Lent by Mrs. Charles Whitty nèe Nelson.*

Orders belonging to Admiral Lord Nelson, lent by General Viscount Bridport, Duke of Bronte, K.C.B.

2488 **Grand Cross of the Order of St. Ferdinando.**

2489 **Star of the Turkish Order of the Crescent.**

2490 **Neapolitan Medal of the King's return to Naples.**

2491 **Jewel of the Order of St. Ferdinando.**

2492 **Turkish Order of the Crescent.**

2493 **Nile Medal** (Davison's Tribute of Regard).

2494 **Jewel of the Order of St. Joachim.**

2495 **Medal for the Battle of St. Vincent.**

2496 **Nile Medal.**

2497 **Jewel and Ribbon of the Order of the Bath.**

2498 **Grand Cross of the Order of St. Joachim.**

2499 **Trafalgar Medal.**

2500 **Nile Medal**, given to the present owner's great-grandfather for his services in the battle. *Lent by James Baird, Esq.*

2501 **Two Bronze Davison Nile Medals.** *Lent by Messrs. Collingridge Bros.*

2502 **Halfpenny Token.** Obverse, bust of Earl Howe; Reverse, "Britannia 1794, Rule Britannia." *Lent by Messrs. Collingridge Bros.*

2503 **Halfpenny Token.** Obverse, soldier on horse and men at arms. Legend, "British Liberty preserved by Virtue and Courage, 1067." Reverse, Hull of Vessel (Royal George). Legend, "Prosperity to the Wooden Walls of Old England. Kent, 1793." *Lent by Messrs. Collingridge Bros.*

2504 **Halfpenny Token.** Obverse, bust of Lord Howe. Reverse, Crown, Cross Sceptres in, Sun Rays. Encircling ribbon bears the words "King and Constitution." *Lent by Messrs. Collingridge Bros.*

2505 **Halfpenny Token.** Obverse, bust of Earl Howe. Reverse, Vessel at sea. Legend, "Earl Howe and the glorious First of June." *Lent by Messrs. Collingridge Bros.*

2506 **Halfpenny Token.** Obverse, Crest. Shield and Monogram, Spalding. Reverse, Britannia with Olive Branch and Vessels at Sea. Motto, "Success to the Commerce of Britain." *Lent by Messrs. Collingridge Bros.*

2507 **Halfpenny Token, 1791.** Obverse, Three crowns in shield and oak branches. Reverse, vessel at sea; motto, "Pro Bono Publico." *Lent by Messrs. Collingridge Bros.*

2508 **Halfpenny Token, 1794.** Obverse, Officer erect with sword, Brighton Reverse, Officer on horseback directing attack upon fortress. *Lent by Messrs. Collingridge Bros.*

2509 **Halfpenny Token.** Obverse, Monogram R. and D., Lion and Kendall. Reverse, Ship at sea. Motto, "The wooden walls of Old England." *Lent by Messrs. Collingridge Bros.*

2510 **Halfpenny Token** Obverse, bust of Frederick Duke of York, 1795. Reverse, ship at sea. *Lent by Messrs. Collingridge Bros.*

2511 **Halfpenny Token.** Obverse, lugger with Union Jack. Thames and Severn Canal, MDCCXCV. Reverse, Bridge over a canal. *Lent by Messrs. Collingridge Bros.*

2512 **Halfpenny Token.** Obverse, Crest in shield. Reverse, John of Gaunt, Duke of Lancaster. Motto "Success to Navigation." *Lent by Messrs. Collingridge Bros.*

2513 **Gold Medal.** Inscribed "Rear-Admiral Lord Horatio Nelson, of the Nile, August 1st, 1798." *Lent by Rev. Ed. Stanley Carpenter.*

2514 **Silver Medal** inscribed "Rear-Admiral Lord Horatio Nelson, of the Nile, August 1st, 1798." *Lent by Rev. Ed. Stanley Carpenter.*

2515 **Gold Medal** inscribed "Edward Berry, Captain of H.M.S. Vanguard, August 1st, 1798." *Lent by Rev. Ed. Stanley Capenter.*

2516 **Gold Medal** inscribed "Edward Berry, Captain, H.M.S. Agamemnon, 21st October, 1805. Trafalgar." *Lent by Rev. Ed. Stanley Carpenter.*

2517 **Gold Medal** inscribed "Edward Berry, Captain of H.M.S. Agamemnon, February 6th, 1806." *Lent by Rev. Ed. Stanley Carpenter.*

2518 **Silver Medal** inscribed "Captain Carpenter, H.M.S. Columbine. Chili, 1842." *Lent by Rev. Ed. Stanley Carpenter.*

2519 **Gold Medal** for the battle of St. Vincent, 14th February, 1797, given to Captain, afterwards Vice-Admiral James Richard Dacres, who commanded the Barfieur in the battle. *Lent by Miss Dacres.*

2520 **Chinese Gold Medal** presented to the lender when a Lieutenant, R.N. *Lent by Captain Hugh Davis, R.N.*

2521 **Bronze Medal.** Inscriptions, "Admiral Earl Howe" and "Glorious First of June, 1794." *Lent by R. Knight-George, Esq.*

2522 **Gold Medal** *exactly* as presented to the widow of Captain John Cooke, killed at the battle of Trafalgar, in command of H.M. Ship Bellerophon. *Lent by R. D. Gibney, Esq.*

2523 **Order of the Lion and the Sun**, given to Rear-Admiral Sir F. Collier for the expedition to the Persian Gulf, 1819. *Lent by Mrs. Carr Glyn.*

2524 **Legion of Honour** given to Sir F. Collier by Louis Philippe. *Lent by Mrs. Carr Glyn.*

2525 **Medal with Clasps.** *Lent by Mrs. Carr Glyn.*

2526 **Medal and Clasps** of Admiral Sir J. A. Gordon. *Lent by the Misses Gordon.*

2527 **Star of Grand Cross of the Bath** worn by Admiral of the Fleet Sir James Hawkins Whitshed, Bart., and given by his son, Sir St. Vincent Whitshed, Bart., to Sir J. A. Gordon when he was promoted in the Order, 1855. Sir J. A. Gordon entered the Navy under the care of Sir J. Hawkins Whitshed, then in command of H.M.S. Arrogant. *Lent by the Misses Gordon.*

2528 **Bronze gilt medal,** struck by Mr. A. Davison in commemoration of the battle of the Nile. *Lent by the Misses Gordon.*

2529 **Bronze medal** representing Admiral Byng receiving a bag of money, with the legend "Was Minorca sold by B. for French gold;" on the other side, "Brave Blakeney reward, but to B. give a cord." *Lent by Mrs. B. F. Hartshorne.*

2530 **Silver Medal** for seamen in commemoration of the battle of St. Vincent. *Lent by Colonel E. H. B. Lysons.*

2531 **Silver Medal** to commemorate Trafalgar, 1805. *Lent by Colonel E. H. B. Lysons.*

2532 **Orders and Trafalgar Medal** belonging to Captain Henry Digby, R.N., of H.M.S. 641 Africa. *Lent by Lord Digby.*

2533 **Gold Medal** for capture of Island of Java. *Lent by the Corporation of the Royal Naval Schools.*

2534 **Small Round Box** containing miniatures of Medals of six Admirals. *Lent by Colonel E. H. B. Lysons.*

2535 **Insignia** of a K.B., worn by Lord St. Vincent. *Lent by Colonel E. H. B. Lysons.*

2536 **Cross of the Legion of Honour** given to Mr. Higginson, Midshipman of the Bellerophon in 1815, by Napoleon I., on his passage to St. Helena, in acknowledgment of a service rendered to him.
Lent by Cosmo Higginson, Esq.

2537 **A Medal** commemorative of the capture of Porto Bello by Admiral Vernon, in November, 1739. *Lent by England Howlett, Esq.*

2538 **A Gold Medal** for Sir William Hoste's action off Lissa, 13th March, 1813, given to Captain (afterwards Admiral Sir Phipps) Hornby, who commanded the Volage.
Lent by Admiral of the Fleet Sir G. Phipps Hornby, G.C.B.

2539 **Gold Medal** to Sir John Jervis, K.B. (Lord St Vincent), in commemoration of the battle of St. Vincent, February 14th, 1797.
Lent by Colonel E. H. B. Lysons.

2540 **Favour** worn by Captain John Jervis at the trial of Admiral Keppel (Jan. 1779). *Lent by Colonel E. H. B. Lysons.*

2541 **Sir Thomas Masterman Hardy's Gold Trafalgar Medal.**
Lent by Lady Helen Macgregor, of Macgregor.

2542 **Gold Medal** presented to Sir T. M. Hardy by Alexander Davidson, Esq., for the Victory of the Nile.
Lent by Lady Helen Macgregor, of Macgregor.

2543 **Gold Medal** given by the Chamber of Commerce, New York, to the officers of the English and American Men of War employed in laying the first Telegraphic Cable between Europe and America, in 1858.
Lent by Isaac B. Moorman, Esq., Fleet-Paymaster, R.N.

2544 **Medal** for the Victory off Cape St. Vincent, 14th February, 1797.
Lent by Rev. S. M. Mayhew.

2545 **Medal** for the Victory of the Nile, 1st August, 1798, with the inscription "Sub hoc signo vinces." *Lent by Rev. S. M. Mayhew.*

2546 **Medal** for the Victory of the Nile, 1st August, 1798. Davison's "Tribute of Regard." *Lent by Rev. S. M. Mayhew.*

2547 **Medal** for the Victory of the Nile, 1st August, 1798. "Almighty God bless his Majesty's arms." *Lent by Rev. S. M. Mayhew.*

2548 **Medal** commemorative of the Death of Nelson.
Lent by Rev. S. M. Mayhew.

2549 **Medal** commemorative of the Victory of Trafalgar, 21st October, 1805.
Lent by Rev. S. M. Mayhew.

2550 **Fine Medal**, commemorative of the victory off Ushant, 1st June, 1794. *Lent by Rev. S. M. Mayhew.*

2551 **Brass Medal**, commemorative of the taking of Portobello by Admiral Vernon in 1739.
View of the action on one side; on the other, Admiral Vernon, with sword in each hand, and cannon at his feet.
Lent by Robert Milliken, Esq.

2552 **Large Bronze Medal**, bearing on one side the head of H.R.H. The Duke of Clarence, Lord High Admiral; and on the other, a full length figure of Britannia, with the motto:

"Her march is o'er the mountain wave,
Her home is on the deep."

Lent by Miss Lucy Mercer.

2553 **Bronze Medal** of Sir J. B. Warren.

2554 Ditto. *Lent by Mrs. Marsden.*

2555 **Silver Medal** presented to William Breckenridge for saving life after the wreck of the Chusan in Ardrossan Harbour, 21st October, 1874. *Lent by Mrs. Marsden.*

2556 **Silver Medal** given by the Norwegian Government to James Hide, fisherman of Eastbourne, for saving life, 28th December, 1845. *Lent by Mrs. Marsden.*

2557 **Old Naval War Clasp**, "Boat Service, 17th December, 1812." Boat action of 17th September, 1812. Capture of 17 Gun-boats at Maestro, near Ancona. *Lent by Mrs. Marsden.*

2558 **Bronze Medal.** Paul Jones. *Lent by Mrs. Marsden.*

2559 **Gold Medal** presented to Lord Anson on his return from the circumnavigation of the globe. Believed to be unique. *Lent by Count de Morel.*

2560 **Nile Medal** (Davison's Tribute of Regard). *Lent by Earl Nelson.*

2561 **Case** containing Orders and Medal connected with Trafalgar, which belonged to William, 7th Earl of Northesk, together with gold spectacles and chain worn by him. *Lent by the Earl of Northesk.*

2562 **Gold Medal** presented for the victory at Trafalgar to the Admirals in command, of whom William, 7th Earl of Northesk, was one. Only three were issued. *Lent by the Earl of Northesk.*

2563 **Medal** of H.R.H. Duke of Clarence. Admiral of Great Britain, presented to William, 7th Earl of Northesk. *Lent by the Earl of Northesk.*

2564 **Star** presented to Mr. Nesham by residents of Vernon, in Normandy, in recognition of assistance rendered to an official whom the mob was on the point of hanging, 1789. *Lent by Captain T. Nesham, R.N.*

2565 **A Medal** commemorative of the Battle of Trafalgar. On the obverse side is a raised portrait of Lord Nelson; on the reverse a view of the battle; and on the rim is engraved, "From M. Boulton to the Heroes of Trafalgar." *Lent by Mrs. Older.*

2566 **The Albert Medal,** 1st Class. for gallantry in saving life at sea. *Lent by Messrs. Phillips, Bros. & Son.*

2567 **The Albert Medal,** 2nd Class. for saving life at sea. *Lent by Messrs. Phillips, Bros. & Son.*

2568 **The Albert Medal,** 1st Class, for saving life on land. *Lent by Messrs. Phillips, Bros. & Son.*

2569 **The Albert Medal,** 2nd Class, for saving life on land. *Lent by Messrs. Phillips, Bros. & Son.*

2570 **Gold Medal** given to Captain Edmond Palmer of the Hebrus for the capture of the Étoile. *Lent by Lieut. Col. Edmond Palmer.*

2571 **Copper Medal** commemorating the capture of Porto Bello by Admiral Vernon, 1739. *Lent by Mrs. Rigg.*

2572 **New Zealand Medal,** 1845 and 1846. Ribbon attached. *Lent by F. L. Smith, Esq.*

2573 **China Medal**, 1842. *Lent by F. L. Smith, Esq.*

2574 **Enamelled Motto.** Trafalgar Ribbon.
Lent by F. L. Smith, Esq.

2575 **War Medal**, V.R., 1848, with clasps, 14th March, 1795, and Trafalgar.
Lent by F. L. Smith, Esq.

2576 **Trafalgar Medal**: To the Heroes of Trafalgar, from M. Boulton. White metal, gilt rim. *Lent by J. P. Sadler, Esq.*

2577 **Medallion**, and different patterns of medals issued by the Liverpool Shipwreck and Humane Society as rewards for courage and humanity in saving life from shipwreck, drowning, fire, and other dangers. Also, a Medal for proficiency in swimming exercises, offered annually to certain schools and institutions in Liverpool and the vicinity. (The Society was instituted January 9th, 1839, and incorporated November 21st, 1888.)
Lent by Robert P. J. Simpson, Esq., Secretary of the Liverpool Shipwreck and Humane Society.

2578 **Gold Medal**: Battle of St. Vincent, 1797. Formerly belonged to Rear-Admiral Sir Thomas Troubridge, Bart., who commanded the Culloden in the battle. *Lent by Sir Thomas Troubridge, Bart.*

2579 **Star of the Order of St. Ferdinand of Merit**, presented to Rear-Admiral Sir Thomas Troubridge, Bart., by Ferdinand IV., King of Naples, for services rendered, 1801.
Lent by Sir Thomas Troubridge, Bart.

2580 **Gold Medal**: Battle of the Nile, 1798. Formerly belonged to Rear-Admiral Sir Thomas Troubridge, Bart., Captain of the Culloden at the time. *Lent by Sir Thomas Troubridge, Bart.*

2581 **Silver Medal.** Peace between England and Holland. Obverse: The arms of England and of Holland wreathed, etc., "Britan. Batav. Pax. 1667." Reverse: An English and a Dutch double banked frigate under all sail. *Lent by Captain J. Buchan Telfer, R.N.*

2582 **Gold Medal**, surrounded by rose diamonds, having on the obverse the bust of the King and the legend "Carolus III. D.G. Hispaniarum Rex;" and on the reverse an eagle soaring to the sun and the words "Patrum Virtute." Presented by Charles III. of Spain to Captain Joseph Taylor in commemoration of his services during the war of succession.
Lent by Colonel Pierce T. H. Taylor.

2583 **A Gold Medal**, struck in 1747, to commemorate Anson's action with Mr. de la Jonquières, on May 3rd, 1747, off Cape Finisterre.
Lent by Captain the Hon. John Yorke.

2584 **Gold Medal** by T. Simon, one of only four struck, for presentation to Admirals Blake, Monck, Penn and Lawson, for victories over the Dutch, 1653. *Lent by the Warden & Fellows of Wadham College, Oxford.*

2585 **Gold Medal** of the same design as above but without border, struck for presentation to the Captains of the vessels engaged in 1653.
Lent by the Warden & Fellows of Wadham College, Oxford.

2586 **Medal**, bearing heads of Admiral Vernon and Commodore Brown, who "with 6 ships oniy" took Porto Bello, 1739. *Lent by Dr. Hayes.*

2587 **Metal gilt badge** said to have been worn by the Coxswain to Sir Francis Drake. The badge bears a foul anchor surmounted by a crest, with the motto "Auxilio Divino." *Lent by John Rivers Russell, Esq.*

2588 **Medal** struck in commemoration of the capture of Porto Bello by Vernon in 1739. *Lent by Geo. W. Homan, Esq.*

2589 **Gold medal** for Trafalgar and letter dated January 4th, 1815, presenting it to Admiral Richard Grindall. *Lent by Miss A. J. Grindall.*

2590 **Trafalgar Medal,** struck in 1848. Belonged to Thomas Goble. *Lent by Edgar Goble, Esq.*

2591 **Cross and Ribbon** of a Commander of the Neapolitan Order of St. Ferdinand and Merit, worn by Vice-Admiral Sir W. C. Fahie, K.C.B. *Lent by Mrs. W. C. F. Wilson.*

2592 **Star** of a Knight Commander of the Bath, as worn in 1824 by Vice-Admiral Sir W. C. Fahie, K.C.B. *Lent by Mrs. W. C. F. Wilson.*

2593 **Order** worn by Captain Cook. *Lent by the Executors of John Corner, Esq.*

2594 **Medal** taken off the breast of a Russian Officer killed in the Crimea. *Lent by Mrs. G. F. Day.*

2595 **Medal** for the bombardment of St. Jean d'Acre on the coast of Syria in 1840. Belonged to Captain G F. Day, R.N. *Lent by Mrs. G. F. Day.*

2596 **Chinese War Medal**; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day.*

2597 **Turkish Medal** for the War in the Crimea; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day.*

2598 **Crimean Medal**; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day.*

2599 **Baltic Medal**; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day.*

2600 **South Africa Medal**; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day.*

2601 **Burmese War Medal**; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day.*

2602 **Syrian War Medal**; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day.*

2603 **Victoria Cross,** two dates, 17th September, 27th September, 1855; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day.*

2604 **Star of the Medjidie**; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day.*

2605 **Cross of the Legion of Honour**; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day.*

2606 **The Order of Companion of the Bath**; belonged to Captain G. F. Day, R.N. *Lent by Mrs. G. F. Day*

2607 **Gold Medal for the Victory off St. Domingo**; 6th February, 1806. Given to Rear-Admiral Sir Thomas Louis, Bart., the third in command. *Lent by Miss Louis.*

2608 **Sicilian Order of Merit,** 1800; belonged to Rear-Admiral Sir Thomas Louis, Bart. *Lent by Miss Louis.*

2609 **Gold Medal for the Battle of the Nile,** tribute of regard from Alexander Davison, Esq.; given to Captain Louis, of the Minotaur. *Lent by Miss Louis.*

2610 **Gold Medal for the Battle of the Nile;** given to Captain Louis, of the Minotaur. *Lent by Miss Louis.*

2611 **Seven medals** commemorating the taking of Portobello with six ships by Admiral Vernon in 1739. *Lent by Samuel S. Stroud, Esq.*

2612 **Gilt medal;** Nelson and the Nile, 1798. *Lent by Samuel S. Stroud, Esq.*

2613 **Gold medal** struck by Sultan Selim, of Turkey, in honour of the landing of the British force under General Abercrombie at Aboukir, 1801. Presented to the principal naval and military officers, this one to Robert Hughes, Esq., R.N. *Lent by J. R. Hughes, Esq.*

2614 **Medal** granted for capture of the Desirée, French frigate, in 1800. *Lent by Mrs. Morrison.*

2615 **Gold medal** of the Turkish Order of the Crescent. Presented to Captain (afterwards Vice-Admiral) William Young. *Lent by Sir Frederick Young, K.C.M.G.*

2616 **Medals** (Baltic, Pegu, and Ashantee Wars) of the late Commander Sir John Glover, R.N. *Lent by Lady Glover.*

2617 **Gold Turkish medal** of Sultan Selim, 1801 (Aboukir Bay). Presented to Captain (afterwards Admiral) J. Broughton, of H.M.S. Florentina. *Lent by Lady Glover.*

2618 **Cross** of the Order of St. Ferdinand and Merit, given to Lieut. (afterwards Captain Sir Francis) Le Hunte, R.N., by Ferdinand IV., King of Naples, for conspicuous bravery. *Lent by Geo. Le Hunte, Esq.*

2619 **Nile medal.** *Lent by Mortimer Justin, Esq.*

2620 **Order and ribbon** of the Grand Cross of the Sword of Sweden. *Lent by Admiral Sir Arthur Farquhar, K.C.B.*

2621 **Order of the Bath,** worn by Captain Thomas Forrest, R.N. *Lent by Thomas Vaughan Forrest, Esq.*

2622 **Naval Medal** for the action off Cape St. Vincent, awarded to William Fussell. *Lent by Messrs. Collingridge Bros.*

2623 **Three medals,** Crimea, Baltic and Turkish, awarded to John James, A.B., H.M.S. St. Jean d'Acre. *Lent by Messrs. Collingridge Bros.*

2624 **Leather oval case,** containing medals of the Royal Humane Society, with description. *Lent by the Royal Humane Society.*

2625 **Ditto.** *Lent by the Royal Humane Society.*

2626 **Gold medal** given to Job Hanmer, Esq., of Holbrook Hall, Suffolk, for planting 5,000 oaks, and for encouraging similar planting for the Royal Navy. MDCCXCIV. *Lent by Miss Emily A. E. Hanmer.*

2627 **Gold Medal** presented by Earl St. Vincent to Captain Markham, of H.M.S. Centaur, in December, 1800, when his Lordship resigned command of the Fleet before Brest, in order to take office as First Lord of the Admiralty. *Lent by Captain Francis Markham, R.N.*

2628 **Six Gold Medals**—Royal Geographical Society, Founder's Medal; Paris Geographical Society, Grand Medaille d'Or; Lisbon Geographical Society; Royal Geographical Society of Brussels; Balloon Society; Medal presented by H.M. Victor Emanuel, King of Italy.
The above were presented to Commander Cameron, R.N., in recognition of his services as an Explorer.
Lent by Commander Verney Lovett Cameron, R.N., C.B.

2629 **Silver Medal of the Society of Arts.**
Lent by Commander Verney Lovett Cameron, R.N., C.B.

2630 **Copper Medal** ($1\frac{7}{8}$ diam.) struck by the Dutch in 1588 to commemorate the defeat of the Spanish Armada, 1588.
Lent by E. Belleroche, Esq.

2631 **Medal of Approbation** from Lord St. Vincent.
Lent by T. Wykeham Martin, Esq.

2632 **Medal** (gold weighing $1\frac{1}{2}$ oz.), struck to commemorate Lord Anson's victory on May 3rd, 1747, off Cape Finisterre, when he captured six French ships of war, carrying 2,719 men and 340 guns; also, three East Indiamen, carrying 400 men and 80 guns. The reverse commemorates the names of the six Captains sailing with him, and also, in the centre, his circumnavigation of the world in 1740. Medal signed T. Pingo, F.
Lent by William Fuller, Esq.

2633 **Silver Medal**; presented to Sir John Thomas Duckworth, Bart., by his followers in the year 1817.
Lent by Admiral Sir George Duckworth-King, Bart., K.C.B.

2634 **Order of St. Alexander Newsky.** *Lent by Earl of Camperdown.*

2635 **Bronze Medal** of Paul Jones, by Dupré, A.D. 1779, struck in France, by order of Louis XVI. *Lent by Messrs. L. & J. Parnell.*

2636 **Queen Anne Half-crown**, A.D. 1703, made from the Silver taken at Vigo. *Lent by Messrs. L. & J. Parnell.*

2637 **Gold Medal** for Camperdown; formerly belonged to Admiral Sir Richard Onslow, Bart. *Lent by Sir William W. R. Onslow, Bart.*

Lent by J. G. Murdoch, Esq., Huntingtower, Camden Square, London, N.W.

2638

		ELIZABETH.		
i.	Defeat of the Spanish Armada	1588.	Silver.
ii.	,, ,, ,, ...	,,	,,
iii.	,, ,, ,, ...	,,	,,
iv.	Bust of Elizabeth. To commemorate the defeat of the Armada and Papal Plots ...	1589.	,,
v.	Invasion defeated at Cadiz	1596.	,,
		JAMES I.		
vi.	Badge for a victorious Naval Commander ...	——	,,
		CHARLES I.		
vii.	Dominion of the Sea...	1630.	,,
viii.	,, ,, ...	1639.	,,
ix.	Declaration of Parliament	1642.	Electro.

2638—*continued.*

COMMONWEALTH.

x.	Admiral Blake. Copy, 3 varieties	1653.	Silver-gilt.
xi.	Martin Tromp. Dutch Admiral	,,	Silver.
xii.	,, ,, ,, ,, ...	,,	,,
xiii.	Peace with Holland	1654.	,,
xiv.	Cromwell and Masaniello	1658.	,,

CHARLES II.

xv.	Embarkation at Schevingen	1660.	,,
xvi.	Landing at Dover	,,	,,
xvii.	Naval Reward for Victory off Lowestoft ...	1665.	,,
xviii.	Dominion of the Sea	,,	,,
xix.	Action at Bergen	,,	,,
xx.	Proposed Commercial Treaty with Spain ...	1666.	,,
xxi.	Michael de Ruyter. Dutch Admiral ...	,,	,,
xxii.	Cornelius Evertsen. ,, ,, ...	,,	,,
xxiii.	Peace of Breda	1667.	Gold.
xxiv.	Ships burnt in the Medway and Proclamation of Peace	,,	Silver.
xxv.	Alliance of England and Holland	,,	,,

JAMES II.

xxvi.	Spanish Wreck recovered	1687.	,,
xxvii.	Landing of William of Orange at Torbay ...	1688.	,,

WILLIAM III. AND MARY II.

xxviii.	Action off Beachy Head. 30th June—10th July	1690.	,,
xxix.	Battle of La Hogue. 19th—29th May ...	1692.	,,
xxx.	,, ,, ,, ,, ...	,,	,,
xxxi.	,, ,, ,, ,, ...	,,	,,
xxxii.	,, ,, ,, ,, ...	,,	,,
xxxiii.	,, ,, ,, ,, ...	,,	,,
xxxiv.	Havre bombarded	1694.	,,
xxxv.	French Coast bombarded	,,	,,
xxxvi.	The Ouzel Galley Society	1700.	Gold.

ANNE.

xxxvii.	Expedition to Vigo Bay. 12th—23rd October	1702.	Silver.
xxxviii.	,, ,, ,, ,, ,, ,,	,,	,,
xxxix.	British Victories	1704.	,,
xl.	Tournay taken	1709.	,,
xli.	Peace of Utrecht	1713.	,,

GEORGE I.

xlii.	Arrival in England	1714.	,,
xliii.	Naval Action off Cape Passaro	1718.	,,
xliv.	,, ,, ,, ...	,,	,,

2638—*continued.*

GEORGE II.

xlv.	Taking of Porto Bello by Admiral Vernon...	1739.	Copper.
xlvi.	Fort Chagre taken	1740.	Silver.
xlvii.	Admiral Vernon, Commodore Brown, and Sir R. Walpole	1741.	Brass.
xlviii.	Action off Toulon	1744.	,,
xlix.	Capture of Spanish Ships	1745.	Bronze.
l.	Defeat of French Fleet off Finisterre ...	1747.	Silver.
li.	Loss of Minorca	1756.	Brass.
lii.	Louisbourg taken by Admiral Boscawen ...	1758.	,,
liii.	Goree taken	,,	Bronze.
liv.	Defeat of the French off Belleisle	1759.	Silver.
lv.	Victories of 1759	——	,,
lvi.	,, ,, 1758—59...	——	Brass.

GEORGE III.

lvii.	Calonesus Capta	1761.	Brass.
lviii.	Departure of Captain Cook in the Resolution and Adventure	1772.	Silver.
lix.	Captain Cook. The Copley Medal of the Royal Society	——	Silver.
lx.	Captain John Paul Jones, American Admiral. Destruction of English vessels off the Coast of Scotland	1779.	,,
lxi.	Siege of Gibraltar	1779—83.	,,
lxii.	Admiral Elliot. Siege of Gibraltar raised ...	1783.	
lxiii.	Dogger Bank	1781.	Silver.
lxiv.	Medallion of Britannia	,,	,,
lxv.	Admiral Cornwallis	1792.	Bronze.
lxvi.	Admiral Howe...	1794.	,,
lxvii.	Admiral Lord Bridport	1795.	,,
lxviii.	Earl Spencer, First Lord of the Admiralty...	,,	Silver.
lxix.	Admiral Sir Richard Onslow...	1797.	Bronze.
lxx.	Earl St. Vincent	,,	,,
lxxi.	In honour of Lord Duncan's victory over the Dutch Fleet...	,,	,,
lxxii.	Admiral Viscount Duncan	,,	,,
lxxiii.	Admiral Sir Borlase Warren...	1798.	,,
lxxiv.	Battle of the Nile	,,	Silver-gilt.
lxxv.	,, ,, ...	,,	Bronze.
lxxvi.	Captain Sir S. Smith	1799.	,,
lxxvii.	Peace of Great Britain and France	1801.	Silver.
lxxviii.	Battle of Trafalgar, 21 October	1805.	Pewter.
lxxix.	Admiral Viscount Nelson	,,	Silver.
lxxx.	,, ,, ...	,,	Bronze.
lxxxi.	Sir Sidney Smith, Admiral	,,	Silver.
lxxxii.	Capture of British Fleet on Lake Erie ...	1813.	Copper.
lxxxiii.	Algiers bombarded, its Fleet destroyed and Christian Slavery extinguished	1816.	Silver.
lxxxiv.	Admiral Lord Exmouth	,,	Bronze.

2638—*continued.*

GEORGE IV.

lxxxv. William, Duke of Clarence, Lord High Admiral (afterwards William IV.) ... ... 1827. Gilt.

VICTORIA.

lxxxvi. Liverpool Shipwreck and Humane Society Medal ... ... 1839. Bronze.
lxxxvii. Franklin Medal for Arctic Discoveries 1818—55. Silver.
lxxxviii. Long Service and Good Conduct Medal ... —— Bronze.
lxxxix. Victoria... ... ... 1889. Silver.
xc. Same Medal, Rev. Britannia ... ... ,, Bronze.
xci. The Spithead Naval Review... ... ... ,, Silver.
xcii. ,, ,, ,, ... ,, Bronze.

2638A **Blake Medals**—for service against six ships, 1650; Naval Reward, 1650; saving the Triumph, 1653; Naval Reward, 1653.
Lent by J. G. Murdoch, Esq.

2638B **Special Good Conduct Medal** awarded to H. Hale, serving on board H.M.S. Arethusa. *Lent by Messrs. Collingridge Bros.*

2638C **Bronze Medal,** Rodney, Victory over De Grasse.
Lent by Rev. Samuel M. Mayhew.

2638D **Copper Medal, Rodney.** On the one side, bust of the Admiral; on the reverse, ships engaged in action, with inscription "Rodney for ever." *Lent by Lord de Saumarez.*

2638E **Copper Medal, Siege of Toulon.** On one side, Toulon Harbour, with Lord Hood's Fleet at anchor, the British Lion leaping ashore and attacking the Gallic Cock. On reverse side, a gibbet, with man hanging therefrom. The British Fleet in the distance.
Lent by Lord de Saumarez.

2638F **Four Medals** struck in honour of the surrender to Lord Nelson of the Sword of Don Xavia Winthuysen, 14th February, 1797.
Lent by the Mayor and Corporation of Norwich.

2638G **Silver Medal** presented by W. Boulton to the Heroes of Trafalgar.
Lent by Major-General Sir Henry Greene, K.C.S.I., C.B.

2638H **Gold Turkish Medal** for landing of British troops in Egypt, 1801; given to (Midshipman then) Admiral Hawtayne.
Lent by Mrs. Hawtayne.

2638I **A Jewel of Nelson's Victories.** *Lent by Lord Portarlington.*

2638J **Silver Medal,** Camperdown.
Lent by the Corporation of the Royal Naval Schools.

2638K **Bronze Medal** in commemoration of the Battle of the Nile, 1st Aug., 1798, struck by Alexander Davison, Esq.
Lent by Captain Frederick Barnard Hankey, R.N.

2638L **Gold Medal in Commemoration of the Battle of the Nile,** 1st August, 1798. Struck by Alexander Davison, Esq.
Lent by Captain Frederick Barnard Hankey, R.N.

2638M **Gold Medal,** 14th February, 1809.
Lent by the Trustees of the late William Shand Low, Esq.

2638N **Three Silver Gilt Medals,** Victory of the Nile.
Lent by Messrs. E. and E. Emanuel.

2638o **Silver Medal.** Earl St. Vincent's testimony of approbation; date 1800. *Lent by Messrs. E. and E. Emanuel.*

2638p **Silver Medal.** Defence of Gibraltar, 13th September, 1782. *Lent by Messrs. E. and E. Emanuel.*

2638q **Silver Gilt Medal.** Capture of Gibraltar. *Lent by Messrs. E. and E. Emanuel.*

2638r **Two Silver Medals,** Earl St. Vincent's Victory over the Spanish fleet, 14th February, 1797. *Lent by Messrs. E. & E. Emanuel.*

2638s **Silver Gilt Medal,** Anson's Victory, 3rd May, 1747. *Lent by Messrs. E. & E. Emanuel.*

2638t **Silver Medal,** Vigo Bay, 1702. *Lent by Messrs. E & E. Emanuel.*

2638u **Copper Medal.** Admiral Kempenfelt. On one side action off Gibraltar, on the reverse foundering of the Royal George, 1783. *Lent by Lord de Saumarez.*

2638v **Insignia of the G.C.B.,** worn by Admiral Earl St. Vincent. *Lent by Lady Forester.*

2638w **Silver Medal** presented with the Order of Maria Theresa to Admiral Sir Charles Napier, K.C.B. *Lent by Mrs. Henry Jodrell.*

2638x **Silver Medal** presented with the Order of Red Eagle of Prussia to Admiral Sir Charles Napier, K.C.B. *Lent by Mrs. Henry Jodrell.*

2638y **Silver Medal** with four clasps, viz., Syria, Potomac, Recruit June, 1809, and Martinique. *Lent by Mrs. Henry Jodrell.*

2638z **Case** with collection of English and gold currency marked Lima, 1746, denoting that they were coined from the Spanish gold and silver taken in the Manila galleon in Anson's expedition. *Lent by Lord de Saumarez.*

2638 2A **Gold Medal** commemorating Commodore Anson's expedition to the South Seas—on one side bust of Commodore Anson, and on the other the names of his Officers in wreaths of laurel, viz., Saunders, Brett, Dennis, Campbell, Keppel, Saumarez.
Replica of above medal in silver. *Lent by Lord de Saumarez.*

2638 2B **Bronze Foreign Medal** commemorating Copenhagen, Cadiz, and Trafalgar. *Lent by Rev. Samuel M. Mayhew.*

2638 2C **British Naval Halfpenny** (1812). *Lent by Alfred Clark, Esq.*

EDWARDS' DESICCATED SOUP.

(TRADE MARK REGISTERED.)
Unequalled for Soups, Gravies, Hashes, Stews, &c.
More nourishing and economical than extract of beef in any other form.

Canisters — 1 lb., **1/3**; ½ lb., **8d.**; ¼ lb., **4½d.** **Sample Packet, 1d.**

TOMATO. This preparation is largely composed of Tomato, combined with choice garden Vegetables, forming a concentrated and portable article of diet, delicious, healthful, and economical.
1 lb. lever top canister, **2/6**; ½ lb., **1/3**; ¼ lb., **8d.**; and in metal boxes handsomely labelled and wrapped, containing 1 doz. packets, **2/**.

(TRADE MARK) **GRAVINA** (REGISTERED)
EDWARDS' GRAVY POWDER.
In Self-Opening Canisters, 1 lb., **1/10**; ½ lb., **1/**; ¼ lb., **6d.** Sample Tin, **3d.** Post Sample, **3d.**
"EDWARDS' ECONOMIC COOKERY," a collection of 100 Recipes for the use of our Soups, sent Gratis and Post Free on application. **See Stand 157.**

SWORDS, DIRKS, &c.

2639 **Sword** presented to Dr. Bryson, Medical Director General of the Navy. *Lent by Miss Sarah Bryson.*

2640 **Sword** presented to Admiral Lord Alcester by the City of London in 1883. *Lent by Admiral Lord Alcester, G.C.B.*

2641 **Small Dirk or Dagger** worn by Lord Collingwood when a boy. *Lent by John C. Blackett, Esq.*

2642 **Two-handed Sword,** taken from Pirates in the Canton River, 1865. *Lent by A F. Boxer, Esq.*

2643 **Sword** once the property of Admiral the Hon. Sir W. Cornwallis. *Lent by Cornwallis Wykeham Martin, Esq.*

2644 **Sword** once the property of Admiral the Hon. Sir W. Cornwallis. *Lent by Cornwallis Wykeham Martin, Esq.*

2645 **Sword** once the property of Admiral the Hon. Sir W. Cornwallis. *Lent by Cornwallis Wykeham Martin, Esq.*

2646 **Dirk** once the property of Admiral the Hon. Sir W. Cornwallis. *Lent by Cornwallis Wykeham Martin, Esq.*

2647 **Malay Chief's Spear and Belt,** taken in a fight with a piratical prahu off Siak in the Straits of Malacca on September 1st, 1836, by the second cutter of H.M.S. Andromache, Captain H. D. Chads, C.B. *Lent by Captain Montagu Burrows, R.N.*

2648 **Diamond Hilted Sword** presented to Rear-Admiral Lord Nelson by the King of Naples. *Lent by General Viscount Bridport, Duke of Bronte, K.C.B.*

2649 **Gold and Enamelled Sword** presented by the Captains of the Fleet, after the Victory of the Nile, to Rear-Admiral Lord Nelson. *Lent by General Viscount Bridport, Duke of Bronte, K.C.B.*

2650 **Sword** presented to the Hon. Henry Blackwood, Captain of H.M. Frigate Euryalus, 1805, by the Patriotic Fund, Lloyd's, London. *Lent by Captain Sir Francis Blackwood, Bart., R.N.*

2651 **Sword** won by Captain Walter Bathurst, of the Genoa, 74, at the Battle of Navarino. Captain Bathurst fell on that occasion. *Lent by Mrs. E. M. Becher.*

2652 **Sword** presented to Lieut. Giles Meech, Royal Marines, by the Patriotic Fund, Lloyd's, July 19th, 1808, as a testimony of their sense of his gallant conduct in the attack by the Emerald on March 13, 1808, on the forts in Vivero Harbour, on the coast of Spain, and the destruction of the French National Schooner Apropos. *Lent by G. T. Bayley, Esq.*

2653 **Sword** presented (1889) by H.I.M. the German Emperor to Admiral Sir Edmund Commerell, G.C.B. *Lent by Admiral Sir. E. Commerell, G.C.B.*

2654 **Sword** which belonged to Captain A. J. Champion de Crespigny.
Lent by Sir Claude de Crespigny, Bart.

2655 **Dirk** which belonged to Captain A. J. Champion de Crespigny.
Lent by Sir Claude de Crespigny, Bart.

2656 **Sword** given by the Patriotic Fund at Lloyd's to Captain J. R. Dacres, of the Bacchante, for his gallant conduct in the capture of the French Schooner Dauphin, and in the destruction of the Fort of Samana, St. Domingo, 14th February, 1807, in company with the Mediator, Captain W. F. Wise. *Lent by Miss Dacres.*

2657 **The Sword** of Admiral Villeneuve commanding the combined Fleets of France and Spain, 1805, surrendered to Vice-Admiral Collingwood at the Battle of Trafalgar. *Lent by C. Collingwood Denny, Esq.*

2658 **Sword** of the Spanish Vice-Admiral Alava, surrendered to Vice-Admiral Collingwood at the Battle of Trafalgar.
Lent by C. Collingwood Denny, Esq.

2659 **Sword** of the Spanish Rear-Admiral Cisneros, taken in the Santissima Trinidad, 130, at Trafalgar. *Lent by C. Collingwood Denny, Esq.*

2660 **Sword** set in gold and diamonds, presented to Vice-Admiral Lord Collingwood by the Corporation of the City of London in 1806.
Lent by C. Collingwood Denny, Esq.

2661 **Sword with Gold Belt and Scabbard,** presented to Vice-Admiral Lord Collingwood by the Corporation of Liverpool.
Lent by C. Collingwood Denny, Esq.

2662 **Sword** bearing George III.'s initials, presented to Vice-Admiral Lord Collingwood by H.R.H. the Duke of Clarence.
Lent by C. Collingwood Denny, Esq.

2663 **Sword, scabbard and belt** presented by the Patriotic Fund at Lloyd's to Captain Henry Digby, of H.M.S. 641, Africa, for his meritorious services at the battle of Trafalgar. *Lent by Lord Digby.*

2664 **Sword** given to Captain (afterwards Sir James Alexander) Gordon by his officers in 1812. *Lent by the Misses Gordon.*

2665 **Sword and dirk (with belts)** of Mr. George Grover, Midshipman R.N. (born 10th August, 1798, died 13th March, 1818), of H.M. Ships Christian VII., Caledonia, Undaunted, Queen Charlotte, and Impregnable, between July, 1810, and March, 1818.
Lent by Colonel George E. Grover, R.E.

2666 **Sword** presented to Lord Howe, on board the Queen Charlotte, by George III., on the return of the fleet after the battle of 1st June, 1794.
Lent by Earl Howe.

2667 **Sword,** with the inscription: "From the Patriotic Fund at Lloyd's to Mr. Wm. Pitt Bowler, Midshipman of H.M. sloop Swift, for his determined bravery when commanding a boat with only six men, in boarding, and carrying the Spanish schooner Caridad Perfecta, of 12 guns and 15 men, under the batteries of Truxillo, on the 13th August, 1805, as recorded in the 'London Gazette' of the 14th Jan., 1806." *Lent by Messrs. John Hyman & Co.*

2668 **Sword** of Captain Alexander Hood, who was killed in command of the Mars at the capture of the Hercule, April 21, 1798.
Lent by Admiral Sir Arthur Hood, G.C.B.

2669 **Naval uniform Sword** of the pattern abolished in 1856, when long slings were introduced. *Lent by J. Jadis, Esq.*

2671 **Claymore** (Andrea Ferrara), presented to Lord St. Vincent by the brothers of Capt. Hugh Dalrymple, of H.M.S. Canada, who died at sea, 1797. *Lent by Col. E. H. B. Lysons.*

2672 **Sword** presented to Sir Thomas Masterman Hardy by the City of London. *Lent by Lady Helen Macgregor of Macgregor.*

2673 **Sword** with inscription: "Presented by the Commander of H.M. Forces to George Dobson, Fort Matagorda, April, 1810." Mr. Dobson was at this time a Midshipman of the Invincible, off Cadiz, and was lent, in command of a party of seamen, to strengthen the garrison of Fort Matagorda. *Lent by G. M. P. Murray, Esq.*

2674 **Naval Sword** worn by Captain Robert Finnis, of the Queen Charlotte, 16, one of Capt. R. H. Barclay's squadron on Lake Erie, when killed in action, 10th Sept., 1813. *Lent by Commander Charles McLaughlin.*

2676 **Sword Presented** to the late Admiral of the Fleet, Sir Fairfax Moresby, G.C.B. The sword is in form of a Turkish scimitar, with gold and silver-gilt scabbard, richly engraved and embossed with figures representing the labours of Hercules. It has the following inscription on the blade: "From the British Insurance Co. at Malta to Captain Fairfax Moresby, of H.M.S. Wizard. This sword is presented in grateful sense of the protection afforded by him to the trade of that island during the period of his station in the Mediterranean sea, 1812." The Lords of the Admiralty accorded permission to Sir F. Moresby to wear this sword on full dress occasions. *Lent by Vice-Admiral J. Moresby.*

2677 **Sword and scabbard, silver mounted,** surrendered by Captain Mullon, of the French frigate Cléopâtre, to Lieut. Amherst Morris, of the Nymphe. Captain Mullon was mortally wounded in the engagement, and died as he was trying to swallow a paper which he believed to be the code of coast signals.
Lent by Rev. F. O. Morris.

2678 **Midshipman's sword,** worn at the battle of Navarino, 1827.
Lent by Rev. F. O. Morris.

2679 **Sword of the Dutch Admiral,** delivered up to Captain Bligh on the quarter-deck of the Director, 11th October, 1797.
Lent by Mrs. Nutting.

2680 **Lord Nelson's service sword;** made left handed for him after the loss of his arm. From documents attached it appears certain that it is the one he wore at Trafalgar. *Lent by the Earl of Northesk.*

2681 **Sword** presented by the City of London to Rear-Admiral William, 7th Earl of Northesk, after the battle of Trafalgar, at which he commanded in the third post. *Lent by the Earl of Northesk.*

2682 **Service sword** of Rear-Admiral William, 7th Earl of Northesk. Worn by him at the battle of Trafalgar. *Lent by the Earl of Northesk.*

2683 **Sword** presented by the Municipal Government of Paris in 1789 to Mr. (afterwards Vice-Admiral) Nesham, then an unemployed Midshipman, in recognition of the assistance he rendered to an unfortunate official, whom the mob of Vernon, in Normandy, were on the point of hanging. *Lent by Captain T. Nesham, R.N.*

2684 **Seven Old Naval Swords.** *Lent by Messrs. L. & H. Nathan.*

2685 **Naval Sword,** which belonged to Mr. John Wells.
Lent by Mrs. Older.

2687 **Sword** presented by the French Government to Lieutenant (afterwards Admiral) Popplewell for services rendered to the crews of the French ships of war Gloire and Victorieuse, wrecked on the coast of Corea, 1844-8. *Lent by Matthew Colin Popplewell, Esq.*

2688 **Sword and belt** presented by Lloyd's Patriotic Fund to Captain William Pryce Cumby. First Lieutenant of the Bellerophon at the battle of Trafalgar. Mr. Cumby succeeded to the command on the death of Captain Cooke. *Lent by Mrs. Pearson.*

2689 **Sword and knot.** The blade made from iron bolts of the Royal George. The ship sank in 1782; the bolts were recovered in 1839.
Lent by F. L. Smith, Esq.

2690 **Sword** presented to Rear-Admiral Sir James Saumarez, K.B., by the Corporation of the City of London. *Lent by Lord de Saumarez.*

2691 **Cutlass,** ivory handle engraved "Honor est a Nilo, October 21st, 1805." *Lent by F. L. Smith, Esq.*

2692 **Cutlass,** alleged to be one which cut down Captain Broke, of the Shannon, in boarding the Chesapeake. It was given to Commander Shipton, who was on the North American Station at the time.

The cutlass is doubtless a relic of the action; but Broke's wound, it is authoritatively stated, was inflicted by the butt of a musket.
Lent by P. M. Shipton, Esq.

2693 **Sword** used by Captain Broke of the Shannon in boarding the Chesapeake, June 1, 1813. *Lent by Lady de Saumarez.*

2694 **Sword** presented to Captain Broke by the Corporation of the City of London. *Lent by Lady de Saumarez.*

2695 **A Naval Court Sword**—temp. George 3rd or 4th.
Lent by J. P. Sadler, Esq.

2696 **Sword** commemorating the Victory of the Nile, presented to Captain Sir James Saumarez by the Corporation of the City of London.

A similar sword was presented to each of the Captains of the ships engaged. *Lent by Lord de Saumarez.*

2697 **Two swords,** one with brass hilt, taken by Sir Horatio Nelson from Don Miguel Tyrason commanding the Spanish Flotilla at Cadiz, 3rd July, 1797. *Lent by Colonel Seddon, R.E.*

2698 **Naval sword** with ivory handle, leather scabbard, brass mountings. Affixed is a label, on one side of which is written "Nelson's first sword, from Burnham Thorpe, Norfolk"; on the other side: "This sword brought to Cambridge by E. Dennington about 1843, from Burnham Thorpe in Norfolk; given to him by a servant of Nelson's family; was the first sword worn by Horatio Nelson when he went to sea, 1770." *Lent by Rev. F. F. Starbuck.*

2699 **Sword** with inscription presented to Admiral Sir Edward Thomas Troubridge, Bart., by the Patriotic Fund at Lloyd's for services in the Java Sea when Commander of H.M. sloop Harrier, July, 1806. See No. *Lent by Sir Thomas Troubridge, Bart.*

2700 **A silver hilted dress sword**; belonged to Admiral Kempenfelt. *Lent by Mrs. Zouch Troughton.*

2701 **Scimitar** presented by Syyed Saaed, Sultan of Oman, to Captain John Wainwright, R.N., H.M.S. Chiffone, in recognition of his exertions against the Tau-assin Pirates, Persian Gulf, 1809. Scabbard gold and silver mounted. *Lent by Mrs. Dean-Pitt and Miss Wainwright.*

2702 **Sword** taken from a Spanish officer by Lieutenant W. H. Webley, first Lieutenant of H.M.S. Zealous, Captain (afterwards Sir) Samuel Hood, at the blockade of Cadiz by Nelson in 1797. It was taken in a hand-to-hand fight whilst Mr. Webley was boarding a Spanish gun-boat, from her commander, whose sword was descending on Mr. Webley's head when the latter parried the blow and struck his adversary dead. He subsequently took the gun-boat. *Lent by the Misses Webley-Parry.*

2703 **Sword** presented to W. H. Webley, first Lieut. of H.M.S. Zealous, after the Battle of the Nile. *Lent by the Misses Webley-Parry.*

2704 **Old Sword,** 37 in. long, inclusive of handle, and 2½ in. wide, with black embossed scabbard. Makers: W. Kingdom, Plymouth. *Lent by Robert Wisken, Esq.*

2705 **A Sword** presented to Admiral the Hon. Sir Joseph Yorke by the officers of H.M.S. Circe, 1793. *Lent by Capt. the Hon. John M. Yorke, R.N.*

2706 **Sword** worn by Captain Alexander Hood in the action between the Mars and Hercule, April 21, 1798, when he was killed. *Lent by Sir Alexander Acland Hood, Bart*

2707 **Dirk** worn, when he was a Midshipman, by Capt Alexander Hood, who fell in the action between the Mars and Hercule, 1798. *Lent by Sir Alexander Acland Hood, Bart.*

2708 **Sword** presented to Sir Samuel Hood, Captain of H.M.S. Zealous at the victory of the Nile, 1801. *Lent by Sir Alexander Acland Hood, Bart.*

2709 **Sword** presented to Sir Samuel Hood by the House of Assembly of Jamaica, 1791, for saving shipwrecked sailors. *Lent by Sir Alexander Acland Hood, Bart.*

2710 **Sword** presented to Sir Samuel Hood.
Lent by Sir Alexander Acland Hood, Bart.

2711 **Sword** presented by the Sultan of Morocco to Captain W. H. C. St. Clair, R.N., H.M.S, Phæton.
Lent by Captain W. H. C. St. Clair, R.N.

2712 **A short Sword or Dagger which belonged to Admiral Blake.** It has been ever since his death in the possession of the descendants of a near relative. *Lent by Mrs. Blake.*

2713 **Sword** presented by British Merchants to the late Rear-Admiral Macleod Baynes Cockcraft when lieutenant in command of H.M. steamer Albert, 1844, in recognition of the protection which he afforded to their property on the West Coast of Africa. *Lent by Mrs. Cockcraft.*

2714 **Naval Cutlass,** once the property of Admiral Vernon.
Lent by George W. Homan, Esq.

2715 **Sword** worn by Captain John Cooke at Trafalgar.
Lent by R. D. Gibney, Esq.

2716 **Dirk** worn by Captain John Cooke at Trafalgar.
Lent by R. D. Gibney, Esq.

2717 **Spearhead** from the Spanish Armada.
Lent by the Royal United Service Institution.

2718 **Cutlass or hanger** which belonged to Captain James Cook.
Lent by the Royal United Service Institution.

2719 **Pike** captured in Admiral Duncan's action off Camperdown in 1797.
Lent by the Royal United Service Institution.

2720 **Sword of honour** presented to Captain Richard Grindall, of H.M.S. Prince, after the battle of Trafalgar, by the Patriotic Fund, 1805.
Lent by Miss A. J. Grindall.

2721 **Sword of honour** presented by Lloyd's Patriotic Fund to Captain Conway Shipley, R.N., for the capture of the French privateer frigate Egyptienne, 36, by H.M.S. Hippomenes, 14, on 25th March, 1804.
Lent by Mrs. Conway Shipley.

2722 **Sword** of the Danish Naval Commandant who fell in leading his men to the unsuccessful attack on the island of Anholt, March 27th, 1811. The officer in question was the gallant Lieut. Holstein, who was killed by a cannon shot. *Lent by the Royal United Service Institution.*

2723 **Sword** presented to Sir J. Thomas Staines by the gentlemen of the Isle of Thanet. *Lent by the Royal United Service Institution.*

2724 **Regulation sword** which belonged to the Earl of St. Vincent.
Lent by the Royal United Service Institution.

2725 **Regulation sword** formerly belonging to King William IV.
Lent by the Royal United Service Institution.

2726 **Sword** used by Nelson when boarding the San Josef at the Battle of Cape St. Vincent, 1797. *Lent by the Royal United Service Institution.*

2727 **Sword** taken from an Officer of the French ship Intrépide, which struck at Trafalgar, 1805.
Lent by the Royal United Service Institution.

2728 **Officer's Dirk** taken out of the French Intrépide which struck at Trafalgar, 1895. *Lent by the Royal United Service Institution.*

2729 **Sword** of Admiral Sir W. Sidney Smith.
Lent by the Royal United Service Institution.

2730 **Hanger of a Danish Midshipman,** taken at Copenhagen by Mr. (afterwards Captain) Boswall, R.N. *Lent by Miss Arneil.*

2731 **A Sword, the hilt encrusted with jewels, scabbard of silver gilt.** Of Arab or Persian manufacture. Presented in 1826 by the great Imaum Seyyid Said, Sultan of Muscat and Zanzibar (for 50 years ally of the English), to Captain Kinchant, I.N., for his services in suppression of piracy in the Persian Gulf. The sword was purchased in 1878 by his brother officers of the Indian Navy, and presented to Lieutenant Low, I.N., in acknowledgment of his labours as historian of the Indian Navy. *Lent by Lieutenant C. R. Low (late I.N.)*

2732 **Naval Sword** of George III. *Lent by H.M. The Queen.*

2733 **Naval Sword** of William IV. *Lent by H.M. The Queen.*

2735 **Sword** presented by the City of London (with the Freedom of the City), to Admiral Sir T. Louis, Bart., for Distinguished Services at the battle of St. Domingo. *Lent by Miss Louis.*

2736 **Ashantee Sword** picked up at Coomassie.
Lent by Lieutenant Gerald R. Maltby, R.N.

2737 **Ashantee Dagger.** *Lent by Lieutenant Gerald R. Maltby, R.N.*

2740 **Sword** of Robert Hughes of Plas, near Llangoed, Esq., R.N., worn by him at the battle of the Nile. *Lent by John R. Hughes, Esq.*

2741 **Gold Hilted Sword** presented to Captain Otway by the French Colony of Martinique. *Lent by Sir Arthur John Otway, Bart.*

2742 **Presentation Sword** (Gold hilted), bearing the following inscription.—"Presented by the Masters of Transport Vessels employed on the expedition to Egypt, 1801, to Captain William Young, of the Roya Navy, as a mark of their esteem and gratitude for services rendered while under his orders." *Lent by Sir Frederick Young, K.C.M.G.*

2743 **Sword of Honour** presented by Lloyd's to Lieutenant Michael Fitton, commanding H.M. Schooner Pitt, which by superior skill and bravery, "although greatly inferior in force, captured La Superbe," French privateer, off Cape Maize on 26th October, 1806.
Lent by Mrs. Lowe.

2744 **Naval Sword** of 1813. *Lent by Captain Sutton, R.N.*

2746 **Sword** presented to the late Rear-Admiral M. Farquhar, K.C.B., by the Patriotic Fund, Lloyd's.
Lent by Admiral Sir Arthur Farquhar, K.C.B.

2747 **Sword** presented to Lieutenant John Richards Lapénotiere, of H.M. Schooner Pickle, for bringing home Vice-Admiral Collingwood's despatches, announcing the glorious victory of Trafalgar.
Lent by Miss G. P. Graves Lapénotiere.

2748 **Sword** presented by the Patriotic Fund, Lloyd's, London, to Captain Wm. Prowse, H.M. Ship Sirius, 1805.
Lent by General Sir Charles W. Adair, K.C.B.

2749 **Sword** which belonged to Captain Wm. Hollamby.
Lent by Commander E. B. Boyle, R.N.

2750 **Sword** worn by Admiral Lord Rodney, not perfect, a part of the handle and scabbard being deficient. (The sword was given by Lord Rodney to Captain Cranston of H.M.S. Defence, &c., &c.)
Lent by Rodney Cranston Baker, Esq.

2751 **Officer's Sword** taken out of the Santissima Trindada by the late Capt. Peter Sampson Hambly, R.N., when serving as Master's Mate in H.M.S. Prince at the Battle of Trafalgar.
Lent by Captain William Tocken Wheam Hambly.

2752 **The Dress Sword** of Admiral Blake. *Lent by William Blake, Esq.*

2753 **Sword** presented by Lloyd's Patriotic Fund to Lieutenant Thomas Forrest, R.N. *Lent by Thomas Vaughan Forrest, Esq.*

2754 **Turkish Sabre** presented by the Sultan of Turkey to Rear-Admiral Lord Nelson. *Lent by the Lords Commissioners of the Admiralty.*

2755 **Sword** of the late Sir Henry Ducie Chads, G.C.B., presented to him after the Java's action with the Constitution in 1812, by General Sir Thomas Hislop, who was on board the ship during the action.
Lent by Admiral Sir Henry Chads, K.C.B.

2756 **Sword** presented to the late Sir Henry Ducie Chads, G.C.B., by the Court of Direction of the Honourable East India Company, 1837, in recognition of his services in the suppression of piracy in the Straits of Malacca when in command of H.M.S. Andromache, 28, from 1834 to 1837. *Lent by Admiral Sir Henry Chads, K.C.B.*

2757 **Sword** presented to Midshipman William Augustus Thompson, H.M.S. Pallas, by the Patriotic Fund at Lloyd's, for gallant and spirited conduct in command of one of three boats of the Pallas, containing in all 39 volunteers, which proceeded 16 miles up the Gironde, cut out the French Brig Tapageuse, of 14 guns and 120 men, and beat off and rendered almost an entire wreck the César, 14, which attempted to retake the Tapageuse, 5th April, 1806. *Lent by Mrs. John T. Anderson.*

2758 **Naval Sword**, of about 1760, with silver handle, of French make, and apparently a Court sword, *Lent by Captain Henry T. Boger, R.N.*

2759 **Service Sword** which belonged to William IV.
Lent by Admiral H.R.H. the Duke of Edinburgh, K.G.

2760 **A Pitcairn Island Fish Spear.**
Lent by J. Brendon Curgenven, Esq.

2761 **The Sword** which belonged to Admiral Sir Charles Richardson.
Lent by Miss Maria Bonney.

2762 **Sword** worn by Lord Nelson, bearing on the guard H.N. surmounted by a crown of glory. *Lent by Sir William Augustus Fraser, Bart.*

2763 **Sword** presented to Lord Nelson by the City of London.
Lent by W. Eyre Matcham, Esq.

2764 **Naval Sword** worn by H.R.H. the Duke of Clarence, afterwards William IV. *Lent by Admiral Sir Erasmus Ommanney, K.C.B.*

2765 **Turkish yataghan,** taken from the captain of a Turkish frigate, who was slain by one of the boarders from H.M.S. Albion, Captain J. A. Ommanney, at the battle of Navarino, October 20th, 1827.
Lent by Admiral Sir Erasmus Ommanney, K.C.B.

2766 **Silver mounted dagger,** Muscat work.
Lent by Commander Verney Lovett Cameron, R.N., C.B.

2767 **Arab Sword.** *Lent by Commander Verney Lovett Cameron, R.N., C.B.*

2768 **Sword** presented by the people of Shoreham, Kent, to the Lender.
Lent by Commander Verney Lovett Cameron, R.N., C.B.

2769 **4 Spears.** Manguema. 1874.
Lent by Commander Verney Lovett Cameron, R.N., C.B.

2770 **4 Hatchets.** Manguema. 1874.
Lent by Commander Verney Lovett Cameron, R.N., C.B.

2771 **2 Chief's swords.** Manguema. 1874.
Lent by Commander Verney Lovett Cameron, R.N., C.B.

2772 **A Turkish Dirk** presented by the Sultan, Selim 3rd, to Captain (afterwards Vice-Admiral) William Young, in 1801, in connection with the Expedition to Egypt in that year, when he was Captain of the Fleet.
Lent by Sir Fredk. Young, K.C.M.G.

2773 **A Sword** that belonged to Lord Collingwood.
Lent by Mrs. Henry Caldwell.

2774 **Sword** of Admiral Sir Samuel Hood, G.C.B.
Lent by Admiral Sir Arthur Hood, G.C.B.

2775 **Jewelled and enamelled Sword** presented by the City of London to Admiral Earl St Vincent, after the Battle of Cape St. Vincent, 14th February, 1797. *Lent by Lady Forester.*

2776 **Sword (in silver scabbard),** and medal presented to Lieut. George Forder by the King of Portugal in acknowledgment of bravery at the capture of Cayenne, 1809.
Lent by the Trustees of the late William Shand Low, Esq.

2777 **Sword** presented to Captain Houston Stewart, by the midshipmen of H.M.S. Menai, as a mark of their sincere respect and esteem, January, 1827. *Lent by Admiral Sir W. Houston Stewart, G.C.B.*

2778 **Sword** presented to Admiral Sir T, F. Fremantle, G.C.B., and inscribed: "This sword is presented to Thomas Francis Fremantle, Esq., Rear-Admiral of the Red, by the Petty Officers, Seamen, and Marines of H.M.S. Milford, as a mark of their esteem."
Lent by Lord Cottesloe.

2779 **Silver dress dirk,** worn by Lord Nelson. This came into possession of the Ravenshaw family through George Ravenshaw, who was first Lieutenant of the Spencer, at the battle of Domingo, in 1806, and was a personal friend of Nelson's. *Lent by T. E. Ravenshaw, Esq.*

2780 **Gold hilted Sword studded with diamonds,** presented by the City of London to Admiral Viscount Exmouth. *Lent by Viscount Exmouth.*

2781 **Small sword** used in the action at Algiers, and presented to Lord Exmouth by the late Admiral Sir L. W. Halsted.
Lent by Viscount Exmouth.

2782 **Trafalgar Sword,** presented to Captain (afterwards Admiral Sir), Israel Pellew, H.M.S. Conqueror, by the Patriotic Fund at Lloyd's, for his meritorious services in contributing to the signal victory obtained over the combined fleets of France and Spain off Cape Trafalgar on the 21st October, 1805, *Lent by Viscount Exmouth.*

2783 **A yatagan** (handle broken). *Lent by Viscount Exmouth.*

2784 **Sword** of Captain Mullon, of the French frigate Cléopâtre, captured on the 19th June, 1793, by the English frigate Nymphe, commanded by Captain Pellew, afterwards Viscount Exmouth.
Lent by Viscount Exmouth.

2785 **Gold sword.** This sword was worn by the Dey during the battle of Algiers, and was sent off to Lord Exmouth as a token of submission to the terms proposed, viz.:—The emancipation of all Christian slaves, and the abolition of slavery for ever. *Lent by Viscount Exmouth.*

2786 **Sword** presented to Admiral Sir John Duckworth, Bart., G.C.B.
Lent by Admiral Sir George Duckworth-King, Bart., K.C.B.

2787 **Sword** presented to Admiral Sir John Duckworth, Bart., G.C.B.
Lent by Admiral Sir George Duckworth-King Bart, K.C.B.

2788 **Sword** presented to Admiral Sir Richard King, Bart., G.C.B., for the Trafalgar action.
Lent by Admiral Sir George Duckworth-King, Bart., K.C.B.

2789 **Sword** presented to Captain Charles Cunningham, H.M.S. Clyde, by King George III., for the capture of the French frigate Vestale, August 20th, 1799. *Lent by Rear-Admiral Doughty.*

2790 **Sword** surrendered by Captain Pierre Gaspard, of the French Ship Vestale, to Captain Charles Cunningham, of H.M.S. Clyde, August, 1799. *Lent by Rear-Admiral Doughty.*

2791 **Sword** presented to Capt. Christopher Cole, of H.M. frigate Caroline, by the Officers, &c., who were engaged in the assault and conquest of Banda, 19th August, 1810.
Lent by the Portsmouth Public Library Committee.

2792 **Naval Officer's large curved sword** in scabbard with ivory grip; of about 1790. *Lent by W. H. Overend, Esq.*

2793 **Short slightly curved Naval Officer's sword,** white grip, no scabbard; of about 1812. *Lent by W. H. Overend, Esq.*

2794 **Midshipman's sword.** Straight small sword in scabbard; of about 1812. *Lent by W. H. Overend, Esq.*

2795 **Slightly curved Naval Officer's sword,** embossed hilt, white ivory grip, in scabbard; of about 1790. *Lent by W. H. Overend, Esq.*

2796 **Naval Officer's sword,** in scabbard, end of scabbard missing, white shark skin grip; of about 1833. *Lent by W. H. Overend, Esq.*

2797 **Naval Officer's sword.** Straight sword in scabbard, black grip; civilian branch; of about 1790. *Lent by W. H. Overend, Esq.*

2798 **Midshipman's Dirk,** straight, in scabbard; of about 1790.
Lent by W. H. Overend, Esq.

2799 **Midshipman's Dirk**, curved, in scabbard; of about 1770.
Lent by W. H. Overend, Esq.

2800 **Midshipman's Dirk**, curved, in scabbard; of about 1780.
Lent by W. H. Overend, Esq.

2801 **Sword** presented by the City of London to Adam Duncan, Lord Duncan. *Lent by the Earl of Camperdown.*

2802 **Sword** presented to Captain George Nicholas Hardinge by the Patriotic Fund, March 5th, 1805. *Lent by Sir Edmund Hardinge, Bart.*

2804 **Sword** presented to Vice-Admiral Sir Edward Codrington by William IV. *Lent by Major A. E. Codrington.*

2805 **Sword** surrendered to Nelson by Don Xavier Winthuysen, 14th February, 1797. *Lent by the Corporation of Norwich*

2806 **Sword** presented to Captain Hardyman by the Insurance Offices of Calcutta, as a mark of their appreciation of his gallant conduct at the capture of the French frigate Forte, by H.M.S. Sybille, on the night of the 28th February, 1799. *Lent by Miss Hardyman.*

2807 **Sword** presented by the Madras Insurance Offices to Captain Hardyman in admiration of his conduct at the capture of the Forte.
Lent by Miss Hardyman

2808 **Sword** presented to Admiral Sir Richard Onslow, Bart., G.C.B., by the Corporation of the City of London, for his gallant conduct at the battle off Camperdown. *Lent by Sir William N. R. Onslow, Bart.*

2809 **Presentation Sword,** having the following inscription—
"From the Patriotic Fund, at Lloyd's, to Lieut. Wm. Coombe, of H.M.S Galatea, for his gallantry and perseverance when commanding a boat belonging to that ship in boarding and carrying the French National corvette Lynx, of 16 guns and 161 men, as recorded in the *London Gazette*, 14th April, 1807."
Lent by Henry Willett, Esq.

2810 **Naval Sword.**

2811 **Ditto.**

2812 **Ditto.** *Lent by R H. Crozier. Esq.*

2813 **French Sword** taken by Captain Charles Tyler.
Lent by Lieutenant G. W. Tyler, R.N.

2814 **Sword** presented to Captain Charles Tyler, of H.M.S. Tonnant, for meritorious service at the battle of Trafalgar, dated 1805.
Lent by Lieutenant G. W. Tyler, R.N.

2815 **A Spanish Sword** taken by Captain Charles Tyler.
Leut by Lieutenant G. W. Tyler, R.N.

2816 **Naval Uniform Dress Sword** which belonged to Captain John Wainwright, R.N. (1802), Lieutenant-Governor R.N. College.
Lent by Mrs. Dean Pitt and Mrs. Wainwright.

2817 **Dirk** worn by Horatio Nelson as a Midshipman. *Lent by Mrs. Boore.*

2819B **Sword** presented to John Crawford, R.N., for intrepid conduct in boarding and carrying the French corvette La Tapageuse, 1806.
Lent by Admiral F. F. C. Mackenzie.

2819G **Dirk** which belonged to Horatio Nelson, Midshipman.
Lent by the Royal United Service Institution.

2819H **Sword** presented by H.R.H. The Duke of Clarence to Admiral Sir John Duckworth, Bart., G.C.B.
Lent by Admiral Sir George Duckworth-King, K.C.B.

2819J **Sword** presented to Captain E. Hamilton, R.N. (afterwards Admiral Sir Edward Hamilton, Bart., K.C.B.) by the Jamaica Government.
Lent by Sir Edward Archibald Hamilton, Bart.

2819K **Gold Sword** presented by Societè de Civilization to Admiral Sir Charles Napier, K.C.B. *Lent by Mrs. Henry Jodrell.*

2819M **Sword** belonging to Captain Henry Wise, of the Honourable East India Company. *Lent by Mrs. Parker (neé Wise.)*

THE LOFTUS' PATENT
GLYCERINE SIDE LIGHTS & SCREENS

Exhibit 180, COOK GALLERY, Navigation Section.

These Lamps are of great durability and possess many important improvements over those now in use, among which may be mentioned—

I. The burner and chimney are provided with breakwind guards for protection from extinction of the flame during the firing of guns.
II. They are so constructed that perfect ventilation is secured.
III. Instead of using coloured glass shades which absorb a great percentage of light, the lenses contain the purest glycerine coloured with imperishable mineral dyes.
IV. The oil tanks are made to revolve in the lamp for the purpose of being trimmed without removal.
V. Special condensing reflectors are firmly attached to each oil tank.
VI. Expansion bands are fitted round all the lenses, which prevents crackage of the glasses from undue expansion.

These lamps went through a severe test at the hands of the Board of Trade at Shoeburyness, and were found proof against sea and wind, and moreover showed that by the use of purest glycerine coloured with mineral dyes the penetrating power of the light was fully 50/80 % more than the same light through coloured glass lenses. They have also undergone the tests of the Corporation of the Trinity with most satisfactory results. They will burn 18 hours steadily without attention, if properly trimmed when first lighted. Testimonials have been received from Commanders of steam vessels, speaking of them in terms of the highest praise.

For further particulars and prices apply to the Stall Attendant, or to the Inventor—

Captain A. J. LOFTUS, S.R.N., F.R.G.S.,
16, Lever Street, MANCHESTER.

SCULPTURE.

2820 **Lord Nelson.**
Lent by the Rt. Hon. Admiral Lord Clarence Paget, G.C.B.
(In the Quadrangle.)

2821 **Figure of Sailor in winter uniform.** Modelled and Executed by ELKINGTON & Co., London, for the Royal Naval Exhibition.
Lent by Messrs. Elkington & Co.

2822 **Figure of Sailor in summer uniform.** Modelled and Executed by ELKINGTON & Co., London, for the Royal Naval Exhibition.
Lent by Messrs. Elkington & Co.

2823 **Her Majesty the Queen.**
Lent by Admiral H.S.H. Prince Victor of Hohenlohe, G.C.B.

2824 **H.R.H. Prince Albert Victor, K.G., as a Naval Cadet.**
Lent by Admiral H.S.H. Prince Victor of Hohenlohe, G.C.B.

2825 **H.R.H. Prince George of Wales, K.G., as a Naval Cadet.**
Lent by Admiral H.S.H. Prince Victor of Hohenlohe, G.C.B.

2826 **H.R.H. Prince of Wales, K.G., as an Admiral of the Fleet.**
Lent by Admiral H.S.H. Prince Victor of Hohenlohe, G.C.B.

2827 **H.R.H. the Duke of Edinburgh, K.G., as a Lieut. R.N.**
Lent by Admiral H.S.H. Prince Victor of Hohenlohe, G.C.B.

2828 **Commodore James Graham Goodenough.**
Born, 1830. Lieutenant, 1851. Was first Lieutenant of the Raleigh when lost near Hong Kong in March, 1857. Commanded the steamer Hong Kong in the action with the junks in Fatshan creek. First Lieutenant of the Calcutta at the reduction of Canton, and was promoted to be Commander. Captain, 1863. In 1873, Commodore on the Australian Station. Treacherously killed by the natives at Santa Cruz. August, 1875.
Lent by Admiral H.S.H. Prince Victor of Hohenlohe, G.C.B.

2829 **Captain Hugh Campbell, R.N.**
Lent by Admiral H. S. H. Prince Victor of Hohenlohe, G.C.B.

2830 **Admiral Viscount Keith.**
Lent by Admiral H. S. H. Prince Victor of Hohenlohe, G.C.B.

2831 **Sailor Boy.**
Lent by Admiral H. S. H. Prince Victor of Hohenlohe, G.C.B.

2832 **H.R.H. The Duke of Edinburgh, K.G.** By Sir E. BOEHM.
Lent by Admiral H.R.H. The Duke of Edinburgh, K.G.

2833 **Viscount Nelson, K.B.** *Lent by H.M. The Queen.*

2834 **Edmund Lyons, Lord Lyons,** Admiral, G.C.B. By NOBLE.
Lent by the Duke of Norfolk, K.G.

2835 **On Duty.** Man-of-war's-man "on duty."
Lent by W. H. Smith, Esq., M.P.

2836 **Off Duty.** Man-of-war's-man "off duty."
Lent by W. H. Smith, Esq., M.P.

2837 **"Something in the wind."** *Lent by E. E. Geflowski, Esq.*

2838 **Woodhaven.** Inventor of the Lifeboat.
Lent by Joseph Whitehead, Esq.

2839 **King William IV.** By Sir F. Chantrey, R.A.
Lent by the Lords Commissioners of the Admiralty.

2840 **Admiral Sir C. Adam, K.C.B.**
Born, 1780. Served in Lord Howe's action, 1794. Actively employed in the operations which led to the surrender of the Cape of Good Hope. Lieutenant of the Victorious in her action with six French frigates, 1797. As Captain of La Sybille, captured and destroyed several Dutch vessels in Batavia Roads, and in 1801, captured La Chiffonne, French frigate, after a gallant action. Employed constantly until the close of the war in many important services, including the defence of Tarragona and the capture of Almeria, and the fort of St. Philippe, near Tortosa. Rear-Admiral, 1825. Commander-in-Chief North America and West Indies, 1841—45. Lord of the Admiralty, 1835—41 and 1846—47. Governor of Greenwich Hospital, 1847. Died, 1853. *Lent by the Lords Commissioners of the Admiralty.*

2841 **Admiral E. Vernon.** By F. Francis, after Roubillac.
Lent by the Lords Commissioners of the Admiralty.

2842 **Edward Hawke, Lord Hawke, K.B., Admiral of the Fleet.**
Lent by the Lords Commissioners of the Admiralty.

2843 **Lord Nelson.** Bronze Statuette. *Lent by Henry Willet, Esq.*

2844 **John Jervis, Earl of St. Vincent.**
Lent by the Lords Commissioners of the Admiralty.

2845 **Bust of Richard Howe, Earl Howe, K.G., Admiral of the Fleet.** *Lent by the Lords Commissioners of the Admiralty.*

2846 **Adam Duncan, Viscount Duncan.**
Lent by the Lords Commissioners of the Admiralty.

2848 **John Jervis, Lord St. Vincent.** By Sir Francis Chantrey, R.A.
Lent by Colonel E. H. B. Lysons.

2849 **The Nelson Column,** after the original in Trafalgar Square.
Lent by the Corporation of the Art Union of London.

2850 **Lieutenant Thomas Waghorn, R.N.**
Born, 1800. Lieutenant, 1842. Known as the originator of the Overland Mail Route to India, for which service he received a pension from the Hon. Company. Died, 1859. Plaster model of the statue at Chatham. *Lent by H. H. Armstead, Esq.*

2851 **Rear-Admiral John Storr.** Replica by Keyworth of that by W. Tyler, in Westminster Abbey.
Captain, 1748. When Captain of the Revenge, captured the Orphée in 1758, and took part in the battle of Quiberon Bay, 1759. Rear-Admiral, 1779. Died, 1783. *Lent by Dr. Wilson-Barkworth.*

2852 **The Leadsman,** Statuette made from timber of the Royal George.
Lent by Commander Richard Bastard, R.N.

2853 **Sir Francis Drake.** A bronze copy of the silver model belonging to the officers of the Royal Naval College, Greenwich.
Lent by Messrs. Mappin & Webb.

2854 **Bisque Bust of Horatio Nelson, Viscount Nelson.**
Lent by Rev. S. M. Mayhew.

2855 **Admiral Sir Michael Seymour, Bart., K.C.B.**
Lent by Vice-Admiral Sir Michael Culme Seymour, Bart.

2856 **The Little Midshipman,** which has served as the sign of Norie and Wilson's chart and book publishing business since 1763, and is immortalized by Charles Dickens in Dombey and Son. It is on record that King William IV. raised his hat to the little figure when he passed the establishment on his way to the Trinity House.
Lent by Messrs. Norie & Wilson.

2857 **Cuthbert Collingwood, Lord Collingwood.**
Lent by C. Collingwood Denny, Esq.

2858 **Admiral Sir Thomas Masterman Hardy.**
Lent by the United Service Club.

2859 **Captain Sir John Glover, R.N., K.C.M.G.** (1829-1855.) By Sir Edgar Boehm, Bart., R.A. *Lent by Lady Glover.*

2860 **Captain Sir William Peel, K.C.B., R.N.**
Lent by William Theed, Esq.

2861 **Charles Dibdin.** *Lent by J. Milo Griffiths, Esq.*

2862 **Admiral Blake.** By Baily, R.A. *Lent by the County of Somerset.*

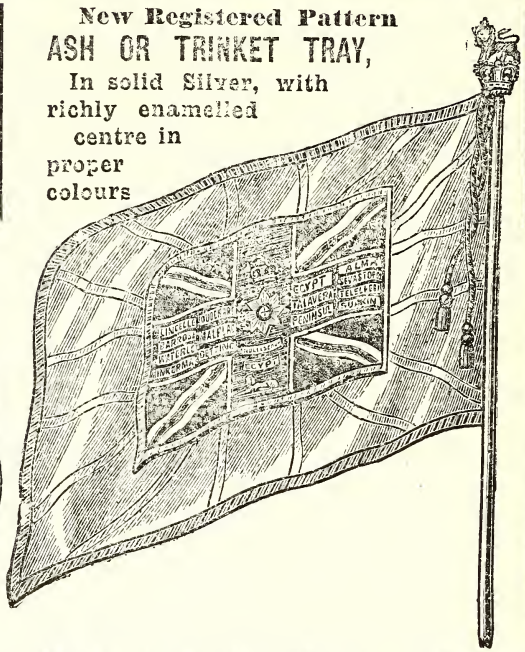
2862A **Sir Alfred Phillipps Ryder, K.C.B.,** Admiral of the Fleet. (1820-1888.)
Born, 1820. Lieutenant, 1841. Commander, 1846. Captain, 1848. Commanded the Dauntless in the Baltic and Black Sea during the Russian War. Comptroller-General of the Coast Guard, 1863. Rear-Admiral, 1866. Vice-Admiral, 1872. Commander-in-Chief in China, 1874-7. Admiral, 1877. Commander-in-Chief at Portsmouth, 1879-82. K.C.B., 1884. Accidently drowned, by falling off Vauxhall Pier, 1888.
Lent by the Artist, J. Whitehead, Esq.

2862B **Sir Francis Drake.** By Sir E. Boehm, Bart., R.A.
Lent by the Executors of the late Sir Edgar Boehm, Bart., R.A.

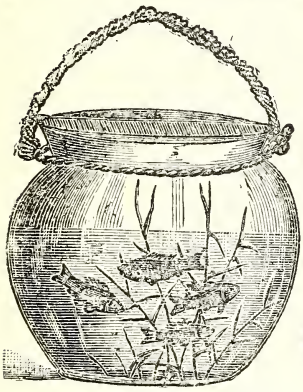
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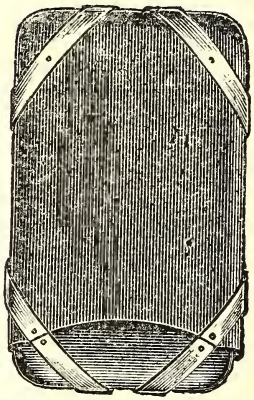


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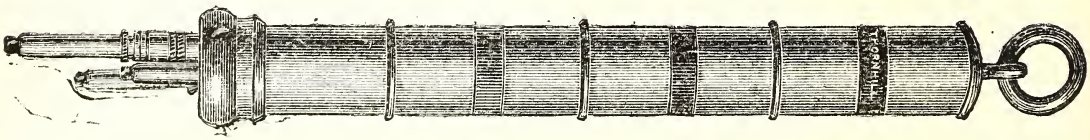
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With enamelled bands corresponding with the different colours of leads.

SILVER, 25/-. GOLD (10 ct.), 73/6. GOLD, (16 ct.) 94/6.

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THORNHILL To H.M. the Queen and Royal Family. *ESTABLISHED 1734.* **144, New Bond St., LONDON.**

CHINA AND GLASS.

Lent by Henry Willett, Esq.

2863 **Sir John Franklin** (Statuette).

2864 **Sir S. Smith** (Bust).

2865 **Do.** (Bust).

2866 **Admiral Duncan** (Bust).

2867 **Punch Bowl,** with figures, inscribed—
"Admiral Rodney."

2868 **Mug,** with Ships (salt glaze).

2869 **Mug,** with figure of ship being launched, inscribed—
"Britannia Rules the Waves."

2870 **Mug,** British Sailors trying to save a slave, inscribed—
"To reach the rope poor Zambo tries,
But e'er he grasps it, faint with toil,
The struggling victim sinks and dies."

2871 **Mug,** inscribed—
"De Winter's Ship Vryheid. Duncan's Ship Venerable.
Vain are the boasts of Belgick's sons,
When faced by British ships and guns,
Tho' de Winter does in autumn come,
Brave Duncan brings his harvest home."

2872 **Mug,** inscribed—
"Horatio, Lord Viscount Nelson, Vice-Admiral of the White, Knight of the Order of the Bath, Duke of Bronte in Sicily, Grand Cross of the Order of Ferdinand and of Merit, and Knight of the Imperial Order of the Crescent. Copenhagen, Nile, Trafalgar. Nelson—England expects every man to do his duty.
Shew me my country's foes, the hero cry'd;
He saw, he fought, he conquer'd, and he di'd."

2873 **Mug,** inscribed—
"Success to the British Fleet. *D.S.F.C.*"

2874 **Mug,** inscribed—
"Remember, whilst his mortal part has rest,
He, immortal, lives in every Briton's breast;
Tho' short his span of life, recording fame
Inscribes a deathless volume to his name.
Mourn not for me, 'tis vain, chase grief away,
Compleat my work, and crown the glorious day;
Behold 'tis done, his parting spirit flew,
And lighting rests brave Collingwood with you.
Fell in the glorious cause of his country in the memorable battle of Trafalgar, 21 October, 1805. Aged 47. Motto—Palmam qui meruit ferat. Translation—Let him bear away the palm who has deserved it. England expects that every man will do his duty."

2875 **Jug,** decorated with three Ships and Flowers, inscribed—

"Captain Joseph Anthony, Ship St. Ann, with her two prizes, Le Pelerin and Consalateur."

2876 **Jug,** decorated with Ship, two figures, compass, inscribed—

"The sailor's guide this little thing,
O'er trackless paths they roam,
It will conduct, or safely bring
To Frigid or from Torrid Zone."

2877 **Jug,** decorated with two Ships and figures—

"*G.R.*"

2878 **Jug,** with raised figures coloured, inscribed—

"Admiral Duncan. Captain Trollet."

2879 **Jug,** with raised figures coloured, inscribed—

"Lord Jarvis."

2880 **Jug,** with Ship, inscribed—

"The Royal Charlotte.

THE NEGLECTED TAR.

I sing the British seaman's praise,
A theme renown'd in story,
It well deserves more polished lays,
Oh! 'tis your boast and glory.

When mad brain'd war spreads death around,
By them you are protected,
But when in peace the nation's found
These bulwarks are neglected."

2881 **Mug,** decorated with Ship and Flowers, inscribed—

"Saturday Night."

2882 **Jug,** with Ships and Figures, inscribed—

"Manning the Navy."

2883 **Punch Bowl,** decorated with black, two Ships, inscribed—

"A second view of the Earl of Sandwich in the same gae. A 3d view of the Earl of Sandwich as she appear'd stretching for the land."

2884 **Jug,** inscribed—

"POOR TOM BOWLING.

Here a sheer hulk lies poor Tom Bowling, the darling of our crew,
No more he'll hear the tempest howling, for death has broached him to.
His form was of the manliest beauty, his heart was kind and soft;
Faithful below he did his duty, and now he's gone aloft.

Tom never from his word departed, his virtues were so rare,
His friends were many and true hearted, his Poll was kind and fair;
And then he'd sing so blithe and jolly, ah, many's the time and oft;
But mirth is turned to melancholy, for Tom is gone aloft.

But soon shall Tom find pleasant weather, when He who all commands
Shall give, to bring life's crew together, the word to pipe all hands;
Thus Death who kings and tars dispatches, in vain Tom's life has closed.
For tho' his body's under hatches, his soul is gone aloft.

Jack in his element."

2885 Jug, with Ship, sailor casting the lead ; reverse, figures dancing, inscribed—

"The Flowing Can.

A sailor's life's a life of woe :
He works now late, now early,
Now up and down, now to and fro,
What then, he takes it cheerly.
Blest with a smiling can of grog,
If duty call, stand, rise or fall,
To fate's last verge he'll jog.
The cadge to weigh, the sheets belay,
He does it with a wish ;
To heave the lead or to cat head
The pondrous anchor fish ;
For while the grog goes round,
All sense of danger's drown'd,
We despise it to a man.
We sing a little, and laugh a little,
And work a little, and swear a little,
And fiddle a little, and foot it a little,
And swig the flowing can."

2886 Jug, inscribed—

"Decator" (portrait). "Don't surrender the ship. Lawrence" (portrait).

2887 Jug, inscribed—

"Captain Hull, of the Constitution" (portrait). "Be always ready to die for your country. Pike" (portrait), with Eagle "E Pluribus unum. America."

2888 Jug, inscribed—

"The Constitution's escape from the British squadron, after a chase of sixty hours. Commander Macdonough's victory on Lake Champlain, Sept. 11, 1814."

2889 Jug, inscribed—

"Captain Hull, of the Constitution" (portrait). "We have meet the enemy, and they are ours. Perry" (portrait).

2890 **Admiral Boscawen.** Mug.

2891 **Admiral Vernon.** Teapot, with figure of Vernon, and ship. Burfield.

2892 **Admiral Vernon.** British Glory. Carved Basin.

2893 **Battle of Trafalgar.** Names of ships. Mug.

2894 **Battle of the Nile.** Mug.

2895 **Lord Howe.** Victory, 1st June. Mug.

2896 **Lord Howe.** Mug with portrait.

2897 **Admiral Duncan.** Mug.

2898 **Admiral Rodney.** Mug. Coloured Bust.

2899 **Admiral Keppel.** Statuette. Derby.

2900 **Lord Anson.** Worcester Mug.

2901 **Sir Sidney Smith.** Mug.

2902 **Porcelain Saucer.** The beginning of the Battle of Trafalgar.

"Our two columns just in contact with the enemy."

Lent by Rev. S. M. Mayhew.

903 **China Teapot,** with Silver Spout, with the inscription :—

"This pot brought home by Mr. Arthur Tusk in ye memorable voyage round the world in ye ship Centurion, commanded by the late Lord Anson, 1744."

Lent by Lieut.-Col. T. A. Hunter.

2904 Jug. Defence of Acre. By Sir W, Sidney Smith. In high cameo relief. *Lent by Rev. S. M. Mayhew.*

2905 **China Basin** belonging to the breakfast set used by Lord Nelson on board the Victory. The basin was broken in the battle of Trafalgar, but the pieces were preserved ; and Mr. A. W. Richards, then a midshipman of the Victory, had it afterwards repaired as it is now.
Lent by Miss Lucy Mercer.

2906 **Crown Derby Cup, saucer and cover,** inscribed—
"Nelson of the Nile."
Lent by Arthur Rigg, Esq.

2907 **Nelson Jug.** China. *Lent by G. H. Rudd, Esq.*

2908 **Pair of Small Medicine Jars,** recovered from the Royal George.
Lent by Mrs. Cecil Thorne-George.

2909 **Two Plates** (dessert size), bearing effigy and name of Admiral Keppel (one slightly cracked). These plates formed part of a dinner service which was presented to the Admiral by the City of London.
Lent by Dr. Hayes.

2910 **Jug** recovered from H. M. S. Boyne, which took fire and blew up at Spithead, 1795. *Lent by the Royal United Service Institution.*

2911 **Captain Cook's Punch-bowl.**
Lent by the Royal United Service Institution.

2912 **Brown Earthenware Jug** with bust of Nelson. By FLAXMAN.
Lent by Frederick Goodall, Esq., R.A.

2913 **Quaint old Jug,** with profile of Nelson and verses.
Lent by Edgar Goble. Esq.

2915 **Saucer** formerly belonging to Lord Nelson and used by him on the morning he met his death. It was taken from his cabin by Captain Richards, R.N., at that time a Midshipman on board the Victory.
Lent by William Hall, Esq.

2916 **Jug of Leeds Pottery Ware,** with Portraits of Admiral Nelson and Captain Barry and ships. *Lent by Frederick Clifford, Esq.*

2917 **Porcelain Plate,** H.M.S. Royal Oak.
Lent by Admiral H.R.H. the Duke of Edinburgh.

2918 **A Dessert Dish** 9 in. long with a border of oak leaves, and the names of Nelson's victories inscribed : in Leeds Ware.
Lent by Lady Dorothy Nevill.

2919 **Large Drinking Cup,** with the Arms of Viscount Nelson : inside the cup is a shilling. *Lent by Lady Dorothy Nevill.*

2920 **Bowl.** Inscription, &c., on same—

"Thou noble bark of brightest fame,
That bear'st proud England's honoured name,
Right welcome home once more.
Welcome thou gallant little sail ;
In England's name I bid thee hail
And welcome to her shore."

Lent by Messrs. Frank Giles & Co.

2921 **Small Jug.** Inscription on same—
"England expects every man will do his duty.'" Portrait of Admiral Nelson.
The victory off Trafalgar, October 21st, 1805.
Lent by Messrs. Frank Giles & Co.

2922 **Large Jug,** Coat of Arms, "Crimea." Frigate in full sail.
"England, England, glorious name,
Home of freedom, star of fame,
Light o'er ocean widely sent,
Empress of the element.
Gorgeous sea-encircled gem
Of the world's bright diadem.
Nations, Nations, to command;
And who but points admiring hand
To thee, our own, our native land!"
Lent by Messrs. Frank Giles & Co.

2923 **Large Jug.** Inscription on same—
"Swiftly see each moment flies,
See and learn, be kindly wise;
Every pulse beats life away,
Every moment shortens day;
Thus this every heaving breath;
Waft thee on to certain death,
Seize the moments as they fly,
Know to live and learn to die."
Lent by Messrs. Frank Giles & Co.

2924 **Jug with Portrait of Lord Nelson** and plan of the Battle of Trafalgar, A.D. 1805. *Lent by Messrs. L. & J. Parnell.*

2926 **Goblet, Wine Glass, Liqueur Glass, and Water Carafe,** all engraved with an N. Specimens of a service of table glass used by Viscount Nelson. *Lent by Horatio Girdlestone, Esq.*

2927 **A Wine Glass** engraved with "Copenhagen" and the date in Medallion, one of a dozen given to Lord Nelson in memory of the Battle of Copenhagen. *Lent by Horatio Girdlestone, Esq.*

2928 **Nelson Memorial Goblet.** Glass Goblet, engraved on one side within a wreath of laurel. "In memory of Lord Nelson, January 9, 1806," the date of the Funeral at St. Paul's; on the other side a representation of the Funeral Car in the form of a man of war, with Victory as the Figure Head." On the canopy "Trafalgar;" on the side of the vessel, "Nile." Bought in London, 1873.
Lent by Albert Hartshorne, Esq.

2931 **The Horn Cup** with which Bligh measured the allowance of water for each man in the boat during the voyage across the Pacific, after the Mutiny of the Bounty. *Lent by Mrs. Nutting.*

2932 **Teapot of Black Wedgwood.** On one side a trophy representing Naval Victories, including the Nile. On the other side a cenotaph inscribed Howe and Nelson, with figures of Fame and Britannia. (Spout defective.) *Lent by Frederick Clifford, Esq.*

2933 **A Wedgwood Plate,** inscribed with names of Naval victories. One of a Service presented to Lord Nelson by the City of London.
Lent by W. Fitz Norman Ellis, Esq.

2934 **Wedgwood Cup** which belonged to Lord Nelson, bearing his initials.
Lent by Messrs. Norie & Wilson.

2936A **Jack's Pitcher,** a curious tankard of earthenware with the song "Hearts of Oak" on one side and picture on reverse. A lion in fighting attitude on top. *Lent by Captain J. Eardley-Wilmot, R.N.*

2936B **Two Plaques** (old Leeds ware), with frigate Shannon and Chesapeake.
Lent by Richard Morrison, Esq.

2936C **Glass Decanter, Tumbler, and Wine Glass,** which belonged to Admiral Lord Nelson. *Lent by W. Eyre Matcham, Esq.*

2936D **Decanter and Wine Glasses** used by Admiral Lord Nelson on the eve of the Battle of Trafalgar.
Lent by General Viscount Bridport, K.C.B.

2936E **Part of Tea Service,** the property of Admiral Lord Nelson.
Lent by W. Eyre Matcham, Esq.

2936F **Set of Wine Glasses** given to Captain Richard Grindale by H.R.H. the Duke of Clarence, afterwards William IV. The glass bears an anchor and oak leaves, with the motto "Success to the Thalia, God save the King." *Lent by Miss A. J. Grindall.*

2936G **A Large Drinking Glass,** once the property of Captain Bligh, of the Bounty. *Lent by Lady Denison.*

2936H **An Old "Toad" Mug,** with picture of Jack Crawford, of Camperdown, on it, recently bought at Lowestoft.

Jack Crawford, the hero of Camperdown, was evidently a very prominent hero when the memory of his gallant feat was fresh in the minds of his countrymen, a proof of which is supplied by the old "Toad" Mug. On one side of the mug is the following inscription, which, of course, refers to the toad :—

"Tho' malt and venom
Seem united,
Don't break my pot
Or be affrighted ;
For when it's full
No spleen is seen,
And when it's empty
It's quite clean."

Lent by John E. Cussans, Esq.

RELICS, &c.

2937 **Circular oak box,** made from a splinter of the Dutch Vice-Admiral de Reyntjes' ship Jupiter (afterwards named Camperdown), caused by a shot from the Monarch in the battle off Camperdown, 11th October, 1797.

The above splinter struck the Dutch Vice-Admiral in the lower part of the body, mortally wounding him. *Lent by W. C. Ayliffe, Esq.*

2938 **Ivory box** with Lord Nelson's hair.
Lent by General Viscount Bridport, Duke of Bronte, K.C.B.

2939 **Box** made from the timbers of the Discovery, which sailed round the world with Vancouver, 1790; presented to Rear-Admiral Sir Robert Barrie, K.C.B., by Rear-Admiral Sykes about the year 1840.
Lent by Robert Barrie, Esq.

2940 **Box** made from timbers of H.M.S. Eurydice, lost with 318 lives on March 24th, 1878. *Lent by Mrs. & Miss A. Cradock.*

2941 **Box** made from the timbers of the Bellerophon, 74.
It belonged to the owner's father, who was serving on board at the time of Napoleon's surrender to Captain F. L. Maitland, 1815. This ship, built in 1786, was re-named Captivity in 1824, and broken up in 1826. *Lent by A. L. McIlwaine, Esq.*

2942 **Box** made out of the wood of the Shannon, 38, of 1806, the ship which Captain Broke commanded in the celebrated action with the U.S. frigate Chesapeake, 1st June, 1813. *Lent by Lady Lambton-Loraine.*

2943 **Box** made from that part of the rider in the midshipman's berth of H.M.S. Victory against which Lord Nelson leaned when he died.

The wood was preserved by Mr. Willcox when the ship was undergoing a large repair in Portsmouth Yard, between March, 1814, and January, 1815. Mr. Willcox had it in his possession until his death, and Fleet-Surgeon Robert Willcox gave it to the present owner.
Lent by Edgar Goble, Esq.

2944 **Silver cigar box,** commemorating the achievements of Lord Nelson.
The oak case is made from a piece of the Victory obtained on the arrival of the ship at Spithead, after the battle of Trafalgar.
Lent by the Vestry Club of St. Margaret, Westminster.

2945 **Round box** made of wood of the Royal George, which sank at Spithead in 1782. Belonged to the late Captain H. Murray E. Allen, R.N.
Lent by Mrs. Nevile Mackay.

2946 **Oak box,** silver mounted, made of wood of H.M.S. Bellerophon (of 1786), presented to the first Duke of Wellington.
Lent by Colonel Crichton Maitland.

2947 **Circular copper box.** Engraved on the lid:—"This box was made from a bolt of H.E.I.C. Steamer Hugh Lindsay, Commander John Henry Wilson, which vessel was launched in Bombay, 14th October, 1829, and carried the first overland mail from India to Suez, leaving Bombay 20th March, arriving at Suez, 22nd April, 1830. She carried Government despatches and 306 private letters."
Lent by Edwin Dawes, Esq.

2948 **Box in Battersea enamel** commemorating Lord Nelson's actions.
Lent by Messrs. Collingridge Bros.

2949 **Box** made from timbers of H.M. Ships Mary Rose, Royal George, and Victory. *Lent by Mrs. & Miss A. Cradock.*

2950 **Small round box** and other articles made from a beam of the Royal George. Presented to Sir Robert Seppings' children.
Lent by Mrs. Cecil Thorne George.

2951 **Battersea enamel box** bearing a trophy of arms, wreaths, flag, &c. "Nelson and British gratitude." *Lent by Messrs. Collingridge Bros.*

2952 **Tooth-pick case** made out of a splinter from the quarter-deck of H.M.S. Victory. *Lent by Miss Emily Cole.*

2953 **Box** made from that portion of the deck of the Victory on which Nelson fell. *Lent by Mrs. Wise.*

2954 **Cabinet** formerly belonging to Captain James Cook, R.N., the celebrated navigator. *Lent by Rev. Fanshawe Bingham.*

2955 **Captain Cook's sextant.** *Lent by Rev. E. Amyatt Burney.*

2956 **Gold-headed stick,** presented to Lord Collingwood by the Spanish Admiral de Alava. *Lent by John C. Blackett, Esq.*

2957 **Gold-headed cane** constantly used by William, 7th Earl of Northesk, Admiral of the Red. *Lent by the Earl of Northesk.*

2958 **Gold-headed cane** which belonged to the Earl of St. Vincent, Admiral of the Fleet. *Lent by the Earl of Northesk.*

2959 **Gold-headed cane** constantly used by George, 6th Earl of Northesk, Admiral of the White. *Lent by the Earl of Northesk.*

2960 **Seal** formerly belonging to Admiral Lord Nelson and frequently used by him. *Lent by E. K. Bridger, Esq.*

2961 **Seal** taken from a ship of the Spanish Armada and given to Vice-Admiral J. R. Dacres by the 4th Earl of Effingham.
Lent by Miss Dacres.

2962 **Lord Collingwood's seals.** *Lent by John C. Blackett, Esq.*

2963 **The gold seals and ring** worn by Lord St. Vincent.
Lent by Col. E. H. B. Lysons.

2964 **Silver seal,** supposed to be the one used by Lord Nelson at Copenhagen. *Lent by Earl Nelson.*

2965 **Seal** which belonged to Captain Richard Grindall, R.N., bearing the motto: "Our defence in God through Howe."
Lent by Miss A. J. Grindall.

2966 **Silver nutmeg grater** which belonged to Lord Nelson and was given by him to Collingwood. *Lent by John C. Blackett, Esq.*

2967 **Relics of the mutineers of H.M.S. Bounty,** given to the lender when he visited Pitcairn's Island in H.M.S. Actæon in 1832.
Lent by John C. Blackett, Esq.

2968 **Christian's** (one of the Mutineers of the Bounty) **thimble,** presented by his daughter to the lender. *Lent by John C. Blackett, Esq.*

2969 **Piece of the copper of H.M.S. Bounty.**
Lent by John C. Blackett, Esq.

2970 **Bell** used on board Lord Howard of Effingham's ship, The Ark Royal, in his fight with the Spanish Armada, inscribed round base—
"This · is · my · Lord · Ameral · Bel · 1573 · H.W."
Lent by Hedworth T. Barclay, Esq.

2971 **Epaulette, buttons, and lace,** which belonged to Lord Collingwood; bought at the sale of his daughter's effects, 1884.
Lent by A. F. Boxer, Esq.

2972 **Silver bell** with inscription "Ora Pro Nobis," taken from a Spanish galleon captured by Commodore Anson. *Lent by Mrs. de Sausmarez.*

2973 **White silk ensign and broad pennant** which belonged to Lord Collingwood. *Lent by A. F. Boxer, Esq.*

2974 **Flag** carried by Mr. D. G. Boyes, Midshipman of H.M.S. Euryalus, on the occasion of his gaining the Victoria Cross, in the attack on the Forts at Simonosaki, Japan, 1865.
Lent by Captain G. T. H. Boyes, R.N.

2975 **Piece of the flag flown by Lord Collingwood** as 2nd in Command at Trafalgar, 1805. *Lent by C. Collingwood Denny, Esq.*

2976 **Royal standard** (silk), given to Captain Cooke, in command of H.M.S. Amethyst, on the occasion of his taking H.R.H. the Duke of York to Holland. *Lent by Major R. D. Gibney.*

2977 **Silk boat flag of H.M.S. Victory.**
Lent by Colonel E. H. B. Lysons.

2978 **Silk flag of H.M.S. Ville de Paris,** Flag-ship of the Earl of St. Vincent in 1801. *Lent by Colonel E. H. B. Lysons.*

2979 **Satin banner** with the Armorial Bearings of Lord Nelson; supposed to have been one of those on the funeral car.
Lent by Colonel Horace Montagu.

2980 **Flag of H.M.S. Brunswick,** flown by her in the Battle of 1st June, 1794. The Brunswick was commanded by Captain John Harvey, who in the engagement received wounds of which he subsequently died.
Lent by Captain F. Harvey, R.N.

2981 **Silk flag** presented to the Fishmongers' Company by Earl St. Vincent, to whom it had been presented by the crew of the Ville de Paris.
Lent by the Fishmongers' Company.

2982 **Silk pennant,** believed to have belonged to Admiral Roddam.
Lent by R. J. Roddam, Esq.

2983 **Old Union Jack,** made of rich silk; stained in places with blood. Believed to have belonged to Admiral Roddam.
Lent by R. J. Roddam, Esq.

2984 **Piece of the Union Jack** cut to pieces by Russian shot before Sevastopol, after having been planted three times on the parapet of the Diamond Battery, by Captain Peel, R.N., December, 1854.
Lent by Herbert Roberts, Esq.

2985 **Gold ring** set with brilliants and yellow topaz, inscribed—"Given by Commodore Nelson to Captain Miller after the defeat of the Spanish Fleet, 14th February, 1797." *Lent by Mrs. Bruce.*

2986 **Mourning ring** for Lord Collingwood, with pendant.
Lent by Miss A. J. Grindall.

2987 **Mourning ring** for Lord Nelson, containing some of his hair.
Lent by Miss A. J. Grindall.

2988 **Memorial ring** presented to Admiral Sir Thomas M. Hardy, Bart., G.C.B., by Lord Nelson's family. *Lent by W. Manfield, Esq.*

2989 **Ring,** with Nelson's hair, formerly belonging to Mr. Benjamin H. Carew. *Lent by Admiral Sir Arthur Farquhar, K.C.B.*

2990 **Chess board** that belonged to the Rev. Dr. Scott, Chaplain of H.M.S. Victory. Vice-Admiral Lord Nelson and Dr. Scott are said to have frequently used this board. *Lent by A. Scott Gatty, Esq.*

2991 **Model of H.M.S. Victory.** *Lent by the Duke of Sutherland, K.G.*

2992 **Ring** belonging to Sir John Glover, lost while crossing the Prah during the Ashantee War, and subsequently found by Colonel Barnard.
Lent by Lady Glover.

2993 **Signet ring** of Admiral Sir Home Popham, with his name engraved in Arabic. *Lent by Hyde Parker, Esq.*

2994 **Gold watch and chain** which belonged to Lord St. Vincent.
Lent by Colonel E. H. B. Lysons.

2995 **Silver verge watch,** with enamelled dial showing a fortress and a man of war at the side of the dial, and a sea fight, with vessels burning, below. *Lent by Messrs. Collingridge Bros.*

2996 **An enamelled dial verge watch** with vessels leaving a port and with columns and figure *Lent by Messrs. Collingridge Bros.*

2997 **A silver verge watch** with Enamel Dial, showing a sailor and his lass on one side, and a departing vessel on the other.
Lent by Messrs. Collingridge Bros.

2998 **The watch and seal** usually worn by Lord Nelson.
Lent by the Lords Commissioners of the Admiralty.

2999 **Lord Anson's watch,** presented to him in 1747 by the Earl of Hardwicke. *Lent by Capt. the Hon. John Yorke, R.N.*

3000 **Watch, chain, and pendants,** belonging to Admiral Sir Thos. M. Hardy. *Lent by W. Manfield, Esq.*

3001 **Chronometer** worn by Lord Nelson at Trafalgar.
Lent by General Viscount Bridport, K.C.B.

3002 **Pocket chronometer in case,** formerly belonging to Lord Nelson.
Lent by Frederick G. Redman, Esq.

3004 **Piece of oak of the Royal George,** which sank at Spithead, 29th August, 1782, given to the late John Churcher, of Her Majesty's Victualling Yard, Gosport, by Mr. Dralle, the diver. (Recovered, 1841.) *Lent by G. P. Churcher, Esq.*

3005 **Old Naval pocket compass.** *Lent by G. P. Churcher, Esq.*

3006 **Two Naval cocked hats;** one circ. 1800, the other circ. 1815. *Lent by W. H. Overend, Esq.*

3007 **Naval cocked hat** of the last century. *Lent by Mrs. Gosset.*

3008 **Cocked hat** worn by Captain H. Digby, of H.M. ship Africa, at the battle of Trafalgar. *Lent by Lord Digby.*

3009 **Hat** worn by Lord Nelson at the battle of the Nile, and presented by him to the late Sir William Beechey, R.A. *Lent by Miss E. M. Beechey.*

3010 **Lock of Lord Nelson's hair.** *Lent by Earl Nelson.*

3011 **Captain Cook's Chair.** *Lent by the Corporation of the Trinity House, Hull.*

3012 **Lock of Lord Nelson's hair,** cut after death on board the Victory. *Lent by the Chevalier Dalton, I.S.R.C.*

3013 **Folding library chair** (with leather cushion), which belonged to Lord Nelson, and was used by him on board H.M.S. Victory. It came into the present owner's possession from the late Dr. Scott, chaplain and private secretary to Lord Nelson. *Lent by Vice-Admiral the Hon. W. C. Carpenter.*

3014 **Admiral Byng's chair.** *Lent by the Viscountess Torrington.*

3015 **Chair,** bearing the following inscription:—"This was Lord Nelson's favourite chair when he was Captain of the Boreas frigate." Presented by his master James Jamieson to William Heather, being part of the property purchased by J. W. Norie and Wilson in Leadenhall Street, London. *Lent by Messrs Norie & Wilson.*

3016 **Arm chair** made of oak taken from the Victory when she was repaired, and given to John, 2nd Earl of Chatham, when First Lord of the Admiralty. Figurehead of Victory, rudder, guns, &c., carved in relief. *Lent by Captain J. E. Pringle, R.N.*

3017 **Chair** from the Cabin of the Victory. *Lent by Earl Nelson.*

3018 **Mahogany arm chair** from Burnham Thorpe Rectory, Norfolk. It formerly belonged to the Rev. Edmund Nelson, father of Admiral Lord Nelson. *Lent by Rev. G. W. Minns.*

3019 **Lord Nelson's arm chair.** In the cabin of the Victory, during the battle of Trafalgar; was struck by a round-shot and shattered, and is now held together with iron bands. *Lent by Lady Helen MacGregor, of MacGregor.*

3020 **Arm chair** made from the wood of one of the Dutch ships captured in the battle of Camperdown, 11th October, 1797. *Lent by David Harrison, Esq.*

3021 **Oak chair** made of wood from the Dutch ships captured in the battle of Camperdown, 1797. Presented by Lord Duncan to Mr. John Hunter, of the Navy Pay Office, great-great-grandfather of the present owner. *Lent by Douglas W. Gardiner, Esq.*

3022 **Armchair,** from the Victory's cabin. In leather, with large pockets for dispatches. *Lent by Thomas St. Leger Blaauw, Esq.*

3023 **State stool** of King Ja-Ja, West Coast of Africa.
Lent by Commander W. M. Annesley, R.N

3024 **Bottle** from a vessel which formed part of the Spanish Armada.
Lent by Admiral H.S.H. Prince Victor of Hohenlohe, G.C.B.

3025 **Bottle of port** which was on board the Victory at the battle of Trafalgar. It belonged to Lord Nelson and was purchased by the late Mr. John Weston from the executors of Lady Nelson.
Lent by Spencer J. Weston, Esq.

3026 **Bottle of wine** (seal unbroken) that was recovered from the wreck of the Royal George. *Lent by Joseph J. Drury, Esq.*

3027 **An encrusted bottle** from the wreck of the Royal George.
Lent by H. Bridgewater, Esq.

3028 **Two brass 4-pr. smooth-bore guns** of Spanish make, both dated 1795, captured on board the French bombard Victoria by the boats of H.M.S. Tigre, Cumberland, Apollo, &c., in the Bay of Rosas on the 31st October, 1809.
Lent by Admiral Lord Alcester, G.C.B.

3029 **Turkish gun and canteen,** presented by the Sultan of Turkey to Lord Nelson. *Lent by the Lords Commissioners of the Admiralty.*

3030 **Brass gun** formerly the property of Admiral Blake. (1650.)
Lent by John Pearson, Esq.

3031 **Model of a Russian gun and carriage** made out of the brass and carriage of a Russian field-piece recovered from the Harbour of Sevastopol after the fall of that place.
Lent by General Sir Charles Adair, K.C.B.

3032 **Brass gun** supposed to have belonged to a privateer.
Lent by Rear-Admiral Kennedy.

3033 **Two Chinese breech loaders** taken from the walls of Nankin, 1842.
Lent by the Officers, Plymouth Division, Royal Marines.

3034 **Two small bronze guns mounted on oak carriages** made from the wood of the Royal George. The guns went down with the ship on 29th August, 1782, and are believed to have been used in Admiral Kempenfelt's barge. *Lent by General R. Cadell, C.B.*

3035 **Seven-barrelled short gun** used in the tops to sweep an enemy's decks. *Lent by Miss Margaret Rhodes.*

3036 **A small brass cannon** of Spanish make; history unknown.
Lent by Rear-Admiral W. R. Kennedy.

3037 **Iron bar shot,** weight nearly 60 lbs., fired into the Excellent, 74, Captain Cuthbert Collingwood, from the Spanish Santissima Trinidad, 130, in the action off Cape St. Vincent, February 14th, 1797.
Lent by Major-General Sir E. W. Blackett, Bart.

3038 **Russian shot** from Sevastopol. *Lent by Rear-Admiral Kennedy.*

3039 **Shot** which was one of several fired, when red-hot, from the Forts of Bomarsund on the morning of the 10th August, 1854, at H.M.S. Penelope, Captain J. Crawford Caffin (afterwards Admiral Sir Crawford Caffin, K.C.B.), who had been ordered by Admiral Sir Charles Napier to reconnoitre the Russian Forts in order to ascertain what guns they had. While thus engaged, the Penelope, in charge of the Master of the Fleet, who was on board to pilot her, ran on a rock abreast of the 17th embrasure. In this position she remained for 4 hours under a galling fire from the enemy. Twelve shot struck or went through the ship and 5 cut away her rigging. This shot first came in at the water-line on the port side, went through the midshipman's berth, passed through two of the midshipmen's chests, setting fire to their linen, and fell spent in the clerk's office. *Lent by Miss Crawford-Caffin.*

3040 **Piece of shell** which passed through the funnel of H.M.S. Sultan during the bombardment of Alexandria on the 11th July, 1882. *Lent by Mr. George Walton, late A.B. of the Sultan.*

3041 **Grape shot** found in a hammock the day after the battle of Navarino. *Lent by the Rev. F. O. Morris.*

3042 **Fragments of stone shot,** fired by the Turkish guns on the occasion of Sir John Duckworth forcing the passage of the Dardanelles in 1807. *Lent by Colonel Horace Montagu.*

3043 **A 42 lb. shot** which was fired from Fort Constantine, Sevastopol, which struck H.M.S. Rodney. *Lent by Rear-Admiral W. R. Kennedy.*

3044 **Two fragments of shell** fired by H.M. Ship Condor during the attack on Fort Marabout at Alexandria. See No. 3003. *Lent by Captain Lord Charles Beresford, C.B., R.N.*

3045 **Cap of Liberty** from the French frigate Unité, captured off Ushant, April 18th, 1796, by Captain Francis Cole, R.N., in the Révolutionnaire. The Révolutionnaire had been captured, October 21st, 1794. *Lent by Major General F. Close.*

3046 **Silver gilt pin,** with bust of Lord Nelson. *Lent by Messrs. Collingridge Bros.*

3047 **Cap of Liberty.** *Lent by Tansley Witt, Esq.*

3048 **Piece of timber** taken from H.M.S. Victory when in dry dock, 1890. *Lent by Messrs. Henry Castle & Sons.*

3049 **Iron bolt** from H.M.S. Royal George, which sank in August, 1782. *Lent by Messrs. Henry Castle & Sons.*

3050 **Mantelpiece.** The figures of "Atlas" are the veritable two stern figures taken from the famous "Brave Old Téméraire," which was broken up in 1838. The inlaid portion is old oak from the ill-fated Royal George. The bust figure on the shelf is from H.M.S. Galatea. The main part of the mantelpiece is mahogany from H.M.S. Royal Albert, one of the last three-deckers built at Woolwich; Her Majesty was present at the launch, 1856. *Lent by Messrs. Henry Castle & Sons.*

3051 **Téméraire gong stand** made from timbers of old battle ships. *Lent by Messrs. Henry Castle & Sons.*

3052 **Oak Case** with glass front, containing pieces of timber and sail from H.M.S. Victory, and a bronze medal with bust of Nelson.
Lent by Alfred Chadwick, Esq.

3053 **Silver gorget,** worn by Officers of the Royal Marines in the time of George I. *Lent by Alfred Chadwick, Esq.*

3054 **Piece of "top lining"** of the fore-topsail which took H.M.S. Victory into action off Cape Trafalgar, 21st October, 1805.
This sail was accidentally discovered stowed away in a long disused sail-room in Chatham Dockyard more than 65 years after the battle, and when opened out was found to be much torn by shot and stained with blood. *Lent by Lieutenant Henry Chamberlain, R.N.*

3055 **Sideboard,** bearing the following inscription:—"The back of this sideboard and the whole of the carving is made from a portion of the original timber of the San Josef, given to Lady Berry, widow of Rear-Admiral Sir Edward Berry, Bart., K.C.B., by order of the Board of Admiralty, on the breaking up of that ship in 1849. The carving represents the boarding and capture of the Spanish Ships San Nicolas of 80 guns, and San Josef of 112 guns, by the Captain of 74 guns, bearing the pennant of Commodore Horatio Nelson, on the 14th of February, 1797, in the battle off Cape St. Vincent. Captain Edward Berry, then serving as a volunteer on board the Captain, bore a distinguished part in the action, and was the first man who boarded the San Nicolas. For his conduct on that occasion he was raised to the rank of Post Captain."
Lent by Rev. Edward Stanley Carpenter.

3056 **Commemoration gold pendant with foul anchor;** engraved on it, "Earl Howe, First of June." *Lent by Mrs. Dalton.*

3057 **Fan** presented to Lady Collingwood; with a portrait of Lord Nelson in centre, and views of ships. *Lent by C. Collingwood Denny, Esq.*

3058 **The green silk scarf** which was presented to Sir Francis Drake by Queen Elizabeth. On it are embroidered the words:—"The Almighty be your Guide and Protector to the end."
Lent by the Lady Eliott-Drake.

3059 **Model book** made from timbers of H.M.S. Royal George, which sank at Spithead, August, 1782. *Lent by Mrs. & Miss A. Cradock.*

3060 **The Pipe** used by Boatswain Sykes on board H.M.S. Victory at the Battle of Trafalgar. *Lent by the Rev. S. Hastings.*

3063 **Pistol** used by Captain John Cooke at Trafalgar. The hammer of it was broken by a musket ball. *Lent by Major R. D. Gibney.*

Lent by the Royal United Service Institution.

3064 **Pistol** taken out of the French ship Intrépide which struck at Trafalgar, 1805.

3065 **One of the guns** of H.M.S. Bounty, the crew of which mutinied in 1789.

3067 **Piece of brocade.**

3068 **Telescope** which belonged to Mr. Fryer, master of H.M.S. Bounty at the time of the mutiny, 1789.

3069 **Implements** used by "Jack the Painter," to set fire to Portsmouth Dockyard, 1776.

3070 **Box** made out of the timbers of H.M.S. Shannon, after she was broken up at Chatham in 1859.

3071 **Portable soup** prepared for Captain Cook's voyage.

3072 **Lord Nelson's cocked hat.**

3073 **The laurel ornaments from Lord Nelson's state coffin.**

3074 **Some of the spirit** in which Lord Nelson's body was brought to England.

3075 **Gold lace** from the coat worn by Lord Nelson when he lost his arm at Teneriffe.

3076 **Two lava buttons** worn by Lord Nelson.

3077 **Part of the Union Jack of H.M.S. Victory,** which was carried in the procession at Lord Nelson's funeral, and which it was intended should be lowered into the grave, but which was torn up and distributed by the sailors.

3078 **Model of Nelson's coffin.** The model is of wood, partly from the Royal George, and partly from the Victory.

3079 **The first uniform** appointed to be worn in H.M. Navy, 1748. Post Captain's of three years' standing.

3080 **The first uniform** appointed to be worn in H.M. Navy, 1748. Post Captain's of under three years' standing.

3081 **The first uniform** appointed to worn in H.M. Navy, 1748. Lieutenant.

3082 **A Barometer.**

3083 **The main truck of the French ship Orient,** which blew up at the battle of the Nile, August 1st, 1798.

3085 **The bell of the private chapel of the Ville de Paris,** taken in Lord Rodney's action, April 12th, 1782. The Ville de Paris, 106, was flag-ship of the Comte de Grasse.

3086 **Tiller of a gunboat** belonging to the flotilla intended by Napoleon I. for the invasion of England.

3087 **Clock-face,** taken from the break of the poop of the French ship Ville-de-Paris, in Lord Rodney's action, 1782. The hand was turned by the sentinel at the expiration of each hour.

3088 **Flag** used by the crew of H.M.S. Niger when they opposed the mutineers at Sheerness, in 1797, and presented by them to Captain Foote.

3089 **Musket and bayonet** taken by Edward Bartholomew (Boatswain of H.M.S. Magnet), from the body of a French soldier on the left attack on Sevastopol, 9th September, 1855.

3090 **Sir Francis Drake's walking stick.**

3091 **Small cross** made of wood from a ship of the Spanish Armada.

3092 **Pincushion,** embroidered by Lady Nelson. It was commenced while Lady Nelson was attending the sick couch of her husband during his sufferings occasioned by the amputation of his arm, and was finished while the Admiral was absent at the Battle of the Nile.

3093 **Part of the Russian Three-Decker Twelve Apostles,** sunk at the entrance of Sevastopol Harbour by the Russians, 1854.
Lent by Major A. E. Codrington.

3094 **Hook** which fastened the cloak that was put round Lord Nelson when he fell mortally wounded on board the Victory, at Trafalgar.
Lent by T. Augustus Forbes-Leith, Esq.

3095 **Captain Cook's walking stick.** A cane with brass claw-hammer shaped head, faced with steel. The inscription on it is "M. Corr to Kendrick," it was given to the owner's father many years ago by a lady named Kendrick, a descendant of Captain Cook's family.
Lent by W. Grange, Esq.

3096 **Gold anchor** for the watch chain, such as was worn by every officer who had been on board the flag-ship at the battle of the Nile. It bears "Nelson," and the date. This one belonged to Admiral Sir Francis Collier, who was a midshipman in the Vanguard in the battle.
Lent by Mrs. Carr Glyn.

3097 **A small gold anchor brooch pin,** given to Captain A. W. Richards, R.N., by King William IV., soon after he ascended the throne.
Lent by Miss Lucy Mercer.

3098 **The Nelson Cenotaph,** made of the 84 guineas which were found in Lord Nelson's purse at the time he was mortally wounded at Trafalgar, 21st October, 1805
These guineas, together with his other effects, were sent to Mr Alexander Davison, Nelson's intimate friend and agent, who had them worked into the design as now seen. The handles of the sarcophagus are modelled from the stern and prow of the barge that conveyed Nelson's body from Greenwich to Whitehall previous to the funeral. This barge is now preserved on board the Victory in Portsmouth Harbour. *Lent by James Griffin, Esq.*

3099 **Brass yoke** taken by the Earl of Northesk from one of the Spanish line-of-battle ships at the battle of Trafalgar, 21st October, 1805.
Lent by Commander R. N. Gresley.

3100 **Quadrant** by "Thomas Ripley & Co., No. 364, near Hermitage Bridge below the Tower, London" (probably made about 1790).
Lent by Messrs. Gieve & Sons.

3101 **Brass quadrant** engraved on both sides and with movable wheel. Made by "Nathanaell Heighemore, A.D. 1633."
Lent by Harry Hems, Esq.

3102 **Poker** made from iron bolt recovered from the wreck of the Royal George. *Lent by Mrs Shirley Love.*

3103 **Spectacles** worn by Lord St. Vincent.
Lent by Colonel E. H. B. Lysons.

3105 **Small gold anchor,** as given to captains commanding ships in the victory of 1st June, 1794. This one formerly belonged to Admiral Sir George C. Berkeley.
Lent by Lady Helen MacGregor, of MacGregor.

3106 **Piece of boat** of H.M.S. Danaë and skull of fish which shattered the gunwale and remained fixed there.
This curious accident occurred off the West Coast of Africa, during the time the Danaë was commanded by the late Captain Sir Malcolm MacGregor, Bart. *Lent by Lady Helen MacGregor, of MacGregor.*

3107 **Silver pencil** used by Sir Thomas M. Hardy to write down signals during the battle of Trafalgar; with marks of his teeth, made in moments of excitement. *Lent by Lady Helen MacGregor, of MacGregor.*

3108 **Gold shoe and knee buckles** worn by Sir Thomas M. Hardy at Trafalgar. *Lent by Lady Helen MacGregor, of MacGregor.*

3109 **Telescope** which belonged to Vice-Admiral Sir Thomas Dundas, C.B.
Lent by Mrs. E. M. Beecher.

3110 **Lord Nelson's spy glass.**
Lent by Lady Helen MacGregor of MacGregor.

3111 **Telescope** left by Nelson to his godson, Horatio Nelson Atkinson. Unfortunately re-covered by Dolland. *Lent by Earl Nelson.*

3112 **Telescope** which belonged to Rear-Admiral Kempenfelt, who presented it to Captain James Saumarez when the latter commanded a ship under the former's flag, in 1781. *Lent by Lord de Saumarez.*

3113 **Nelson's telescope,** given to Captain Otway after Copenhagen.
Lent by the Right Hon. Sir A. J. Otway, Bart.

3114 **Small telescope,** used by Lord Nelson at the battle of Trafalgar.
This telescope was the property of one of the Lieutenants of the Victory, and was lent by him to Lord Nelson as being handy for use by a one-armed man. The owner gave it, as a memento of Lord Nelson, to Commissary General Sweetland at Gibraltar, when the Fleet went there immediately after the battle, and was by him given to his son, the present owner. *Lent by Edward M. Sweetland, Esq.*

3116 **Small piece of the original Atlantic cable** mounted in brass.
Lent by Isaac B. Moorman, Esq., Fleet-Paymaster, R.N.

3117 **Speaking trumpet** turned from wood of Lord Nelson's funeral car.
Lent by Rev. S. M. Mayhew.

3118 **Boatswain's pipe** used on board H.M.S. Victory at the battle of Trafalgar. *Lent by J. D. McCullum Muir, Esq.*

3119 **Model of the Nelson column** in Trafalgar Square, being the pattern used in making the silver model for the Officers of the Royal Naval College, Greenwich. *Lent by Messrs. Mappin & Webb.*

3120 **Piece of wood of the Mary Rose**, which sank at Spithead in 1545. It belonged to the late Captain H. Murray E. Allen, R.N.
Lent by Mrs. Nevile Mackay.

3122 **Small piece of oak** from the hull of the Centurion, Anson's ship during his voyage round the world. *Lent by Rev. F. O. Morris.*

3123 **Model of a mast of the Victory**, made out of a piece of one of the masts, and showing the splicing of the wounds and injuries received at Trafalgar. *Lent by Earl Nelson.*

3124 **The bullet**, set in copper, with which Captain Bligh weighed out the allowance of bread when cast adrift by the mutineers of the Bounty.
Lent by Mrs. Nutting.

3125 **The cocoa-nut** out of which Captain Bligh ate his allowance of bread and water. *Lent by Mrs. Nutting.*

3126 **Gold compass** which belonged to Lord Nelson, containing lock of his hair and piece of deck of H.M.S. Victory.
Lent by the Earl of Northesk.

3127 **Silver N. and coronet** as worn by members of the band of the Britannia, flag-ship of Rear-Admiral William, 7th Earl of Northesk, at the battle of Trafalgar. *Lent by the Earl of Northesk.*

3128 **Descriptive Handkerchief** of the Battle of Trafalgar as sold in the streets of London in 1805. *Lent by F. Harrington, Esq.*

3129 **Midshipman's coat**—Late 18th century.
Lent by Messrs. L. & H. Nathan.

3130 **Seaman's jacket.** Period, ca. 1805.
Lent by Messrs. L. & H. Nathan.

3131 **Boatswain's jacket.** Period, ca. 1805.
Lent by Messrs. L. & H. Nathan.

3132 **Copy of old Naval coat; with original buttons.**
Lent by Messrs. L. & H. Nathan.

3133 **Admiral's coat**; period, ca. 1805. *Lent by Messrs. L. & H. Nathan.*

3134 **Ditto.** *Lent by Messrs. L. & H. Nathan.*

3135 **Design of Admiral's uniform**; period, ca. 1805.
Lent by Messrs. L. & H. Nathan.

3136 **Design of Lieutenant's uniform**; period, ca. 1805.
Lent by Messrs. L. & H. Nathan.

3137 **Design of Midshipman's uniform**; period, ca. 1805.
Lent by Messrs. L. & H. Nathan.

3138 **Design of Captain's uniform**, early 19th Century.
Lent by Messrs. L. & H. Nathan.

3139 **A cockade**, cut by Mr. John Wells, midshipman of the Britannia, from a French hat on board one of the prizes at Trafalgar.
Lent by Mrs. Older.

3141 **Naval officer's coat**, about 1810. The gold lace is restored, the original had been torn off. *Lent by W. H. Overend, Esq.*

3142 **Coat of a private of Royal Marines**; about 1840.
Lent by W. H. Overend, Esq.

3143 **Naval officer's coat.** High roll collar, plain anchor buttons, about 1790. *Lent by W. H. Overend, Esq.*

3144 **Midshipman's coat,** about 1790; has white patel on collar.
Lent by W. H. Overend, Esq.

3145 **Naval officer's coat.** Captain's undress; long skirts, anchor buttons.
Lent by W. H. Overend, Esq.

3146 **Naval officer's coat.** Modern button. Date, 1849.
Lent by W. H. Overend, Esq.

3147 **Naval officer's cocked hat,** no gold lace; about 1790. Civilian branch. *Lent by W. H. Overend, Esq.*

3148 **Naval officer's cocked hat,** with gold lace; about 1812.
Lent by W. H. Overend, Esq.

3149 **Speaking Trumpet** made of wood from the Étoile.
Lent by Lieut.-Col. Edmond Palmer.

3150 **Rosewood cabinet,** inlaid with ivory; formerly the property of Captain James Cook, the celebrated navigator. *Lent by Rev. E. J. Reeve.*

3151 **Folding bedstead,** used by Lord Nelson on board the Victory.
Lent by Arthur Rigg, Esq.

3152 **Two large table-napkins of damask,** with Nelson's crest and motto, "Palmam qui meruit ferat." *Lent by Arthur Rigg, Esq.*

3153 **Old sextant,** by George Stubbins. *Lent by F. L. Smith, Esq.*

3154 **Star** from the Chesapeake's quarter (1813). *Lent by Lady de Saumarez.*

3155 **Figurehead of H.M.S. Shannon.**

"The British frigate's name,
Which for the purpose came
Of cooling Yankee courage, neat and handy, oh!
Was the Shannon, Captain Broke;
All her crew were Hearts of Oak,
And at fighting they're allowed to be the dandy, oh!"
Lent by Lady de Saumarez.

3156 **Robes of a Knight of the Bath,** worn by Admiral Sir Thomas Graves, K.B., at his installation ball, given at Ranelagh, 1803.
Lent by Sir C. B. Graves Sawle, Bart.

3157 **Portion of the cable of H.M.S. Royal George,** 27 in. Recovered by the diver, George Dean, in 1836. *Lent by W. H. Saunders, Esq.*

3158 **Iron Bolt** with a guinea attached to it. Recovered from the wreck of the Royal George, by the diver, George Hall, 1840.
Lent by W. H. Saunders, Esq.

3159 **Anchor and buoy** made of materials from the wreck of the Royal George. *Lent by W. H. Saunders, Esq.*

3160 **Tobacco stopper.** Mummified finger of "Jack the Painter," who was hanged at the Dock gates, March 10th, 1777, for having set fire to the rope house in Portsmouth Dockyard. The body was afterwards gibbeted on Blockhouse Beach. *Lent by W. H. Saunders, Esq.*

3161 **Desk** made from the wood of a ship of the Spanish Fleet, which was burnt during the siege of Gibraltar, 1782. The wood shows marks of the red-hot shot. The fittings made out of dollars which were captured on the occasion. *Lent by Colonel Domville Manie Taylor.*

3162 **Paper-weight** from the wreckage of H.M.S. Captain, which foundered 7th September, 1870. *Lent by Captain J. Buchan Telfer, R.N.*

3163 **Fragments** from H.M.S. Tiger, which was wrecked and crew captured near Odessa, 12th May, 1854.
Lent by Captain J. Buchan Telfer, R.N.

3164 **Post-mortem mask** of Lord Nelson; taken, after his death on board the Victory, for his sister Mrs. Matcham.
On the death of Mrs. Matcham, it became the property of her daughter, the wife of Captain Blanckley; from whom it passed to Captain Blanckley's second wife and widow, and from her to her sister, Miss Naylor, who gave it to the present owner's father.
Lent by J. G. Tasker, Esq.

3165 **Plaster cast** of the face of Richard Parker, the ringleader of the mutiny at the Nore. Taken after death.
Lent by C. Davis Sherborn, Esq.

3166 **Necklace** composed of forty-seven intaglios: formerly a watch chain belonging to Lord Nelson. *Lent by Miss Grace Waterfield.*

3167 **Model of Foremast of H.M.S. Victory** after the battle of Trafalgar, made out of the mast itself. *Lent by Major A. E. Codrington.*

3168 **Small blue silk netted purse** with mouth at one end, opening with two metal pins, finished with ball ends of pearl (one ball missing). The other end of the purse is ornamented with a single ball of pearl of larger size. A sliding ring of ivory would keep the contents of the purse in their place. This purse belonged to Vice-Admiral Lord Nelson and was constantly used by him. It was removed from his dead body by Captain (afterwards Sir T. M.) Hardy in the cock-pit of the Victory immediately after Nelson's death, on October 21st, 1805, and was retained by Captain Hardy as a memento. The purse at that time contained a gold guinea, which has since been lost. The purse continued in the Hardy family until some years ago, when it was purchased by its present owner. *Lent by George Charles Williamson, Esq.*

3169 **Convex glass mirror** in gilt wood frame. It formed part of the ward-room furniture of H.M.S. Victory in 1805. It was purchased by Mr. G. W. Jones, Paymaster, R.N., at a Government stores' sale at Portsmouth in 1869, and was by him sold to the present owner in 1871.
Lent by Mr. John Alfred Welch, late Quartermaster, R.N.

3170 **Ivory-handled pocket knife** dropped overboard from the Norfolk, East Indiaman, on a passage from Bengal to England, and recovered 26 hours later from the stomach of a dolphin. Attached is a sheet of foolscap with particulars and signatures of verification, etc.
Lent by Fred. G. Redman, Esq.

3171 **Flint Lock Pistol,** marked on lock plate "M. R. de Gulle," captured by Mr. Donald Grant in Lord Howe's victory, 1st June, 1794.
Lent by Mrs. Donald C. Grant.

3172 **Pair of gold earrings** as given to the wives of the Commanders after Lord Howe's victory, 1st June, 1794. *Lent by Miss A. J. Grindall.*

3173 **Red morocco house-wife** given to Mrs. Richard Grindall by Lord Nelson. *Lent by Miss. A. J. Grindall.*

3174 **A piece of the main-mast of L'Orient** (from other portions of which Nelson's coffin was made), set as brooch with pearls.
Lent by Miss A. J. Grindall.

3175 **Large brass chandelier** for 16 candles, presented by J. Vinning, 1704, for the use of H.M. Dockyard Church, Portsmouth.
Lent by the Admiral Superintendent, Portsmouth.

3176 **The Instruments used by Dr. Beatty** when Admiral Lord Nelson was mortally wounded at Trafalgar. *Lent by Mrs. Scott, Senior.*

3177 **A blue enamel locket,** on which is a diamond anchor. The diamond anchor belonged to Admiral Benbow and was worn by him as a scarf brooch.

The diamond anchor was left by the Admiral to his son Richard Benbow, of Shrewsbury, who left it to his grand-daughter Eliza Benbow, who married Edward Hughes, banker of Shrewsbury. They left it to their daughter, who married William Lutener, High Sheriff of the County of Montgomery, the grandfather of the present owner.

The diamond anchor was mounted on the locket about 20 years ago.
Lent by Mrs. F. E. Tompson.

3178 **Club Ensign,** flown on board the yacht Fox when engaged in the search for Sir John Franklin. *Lent by the Royal London Yacht Club.*

3179 **Inkstand** made of wood from the U. S. frigate Chesapeake, with a grapeshot of the Shannon embedded in it; with descriptive brass plate. *Lent by Lady Lambton-Loraine.*

3180 **Tangent sight** of the Russian gun in the Wasp battery, Sebastopol. By shot from this gun H.M.S. Agamemnon, the flag-ship of Rear-Admiral Sir Edmund Lyons, K.C.B., was repeatedly struck during the attack of the 17th October, 1854.
Lent by Captain Charles Fairholme, R.N.

3181 **Fetish,** from Coomassie. *Lent by Lieutenant Gerald R. Maltby, R.N.*

3182 **Waistcoat** of Captain James Cook, R.N., worn by him about 1780. "It came into the possession of my wife's father, Captain Carter, about the year 1820. He, being a nephew of Captain Cook, used to visit Mrs. Cook at Clapham, and among other things she gave him this waistcoat." *Lent by William Slaughter, Esq.*

3183 **Pipe,** said to have been used by Lord Nelson.
Lent by W. F. Richmond, Esq.

3185 **Impression of an old seal with arms and crest,** said to have been Sir Francis Drake's. *Lent by F. Drake Pearse, Esq.*

3186 **Ashantee gold necklace and earrings,** taken from the King's Palace at Coomassie, 1873. *Lent by Lady Glover.*

3187 **Relics of the Glorious First of June** (1794). *Lent by Earl Howe.*

3188 **Lieutenant's epaulette,** circa 1805. *Lent by Messrs. Herbert & Co.*

3189 **Brass plates** said to have been originally prepared for Lord Nelson's coffin. *Lent by Will. Travers, Esq.*

3190 **Table from H.M.S. Victory.** *Lent by Mortimer Justin, Esq.*

3191 **Nelson's writing desk.** (Purchased at Lady Hamilton's sale at Roehampton, by the late George Daniel Martin, Esq., of Richmond, Surrey.) *Lent by H. J. Martin, Esq.*

3192 **Bullet** with which Lieutenant Sutton was wounded in 1813. *Lent by C. T. Sutton, Esq.*

3193 **Cat-o'-nine-tails,** which was used on board a man of war less than a quarter of a century ago (now obsolete). *Lent by Commander Chas. N. Robinson, R.N.*

3194 **Pocket sun-dial,** once belonging to Admiral Sir Thomas M. Hardy. *Lent by William Manfield, Esq.*

3195 **Silver Shield** designed by John Watkins, pupil of the School of Art, South Kensington, to illustrate the description of a shield in Virgil's Æneid, Book VIII. *Lent by Messrs. Elkington & Co.*

3196 **Nautillus shell in silver gilt.** *Lent by Messrs. Elkington & Co.*

3197 **Barometer,** formerly the property of Captain Cook. It was presented to Samuel Chivers, an officer in the East India Company, by the famous circumnavigator, and was by him left to the present owner. *Lent by Samuel F. Chivers, Esq.*

3198 **Ink-Stand** which Lord Collingwood always used when writing his despatches. *Lent by Lady Wilson.*

3199 **The barometer** that hung in Lord Collingwood's cabin. *Lent by Lady Wilson.*

3200 **A splinter from H.M.S. Victory,** together with a letter from Mr. W. Kimpton, an officer of that ship. *Lent by James Moore, Esq.*

3201 **A small piece from the bottom of H. M. frigate Terrible,** taken off her when she lay in dock at Malta, after having been ashore near Sebastopol while chasing the enemy. *Lent by James Moore, Esq.*

3202 **Dial and glass** of the pocket compass with which Captain Bligh, R.N., navigated for upwards of 3,000 miles in the Pacific Ocean, after having been cast adrift by the mutineers of the Bounty, 1789. *Lent by the Hon. and Rev. E. V. Bligh.*

3203 **Mahogany washstand** which belonged to Lord Nelson, and was given by him to James Brown, Purser R.N., sometime his private secretary. *Lent by John Augustine Brown, Esq.*

3204 **Five pieces of embroidery,** said to have formed part of the hangings of Lord Nelson's cot. *Lent by the Lords Commissioners of the Admiralty.*

3205 **Coat worn by Nelson at the Nile.**
Lent by the Lords Commissioners of the Admiralty.

3206 **Coat and Waistcoat worn by Nelson at Trafalgar** when he received his mortal wound.
Lent by the Lords Commissioners of the Admiralty.

3207 **Lord Nelson's pigtail** : cut off after death.
Lent by the Lords Commissioners of the Admiralty.

3208 **Velvet stock** worn by Lord Nelson at Trafalgar when he was wounded. *Lent by the Lords Commissioners of the Admiralty.*

3209 **Astrolabe** constructed for Sir Francis Drake.
Lent by the Lords Commissioners of the Admiralty.

3210 **Ornamental shield,** composed of 125 unclaimed war medals and clasps of deceased in-pensioners of Greenwich Hospital.
Lent by the Lords Commissioners of the Admiralty.

3211 **A white tablecloth,** woven with emblematic designs and inscriptions, in commemoration of the death of Nelson and the Battle of Trafalgar.
Lent by Mrs. Robert Wisken.

3212 **Two pistols.** *Lent by Robert Wisken, Esq.*

3213 **Pair of carved and silver-mounted pistols,** formerly the property of Lord Nelson. *Lent by Francis Smith, Esq.*

3214 **Turkish flint-lock pistol,** from the battle of Navarino.
Lent by Rev. F. O. Morris.

3215 **Two silver mounted pistols,** presented to Andrew Mott, first Lieutenant of the Bellerophon, by Napoleon Bonaparte, at the time of the latter's surrender in 1815. *Lent by A. L. Mott, Esq.*

3217 **Telescope** used by Lieutenant J. Pasco on the poop of the Victory at the battle of Trafalgar.
Lent by Admiral H.R.H. the Duke of Edinburgh.

3218 **Carved model** of the figure-head of H.M.S. Queen Charlotte, 110, flag-ship of Lord Howe on the 1st June, 1794.
Lent by Sir Graham Eden Hamond-Græme, Bart.

3219 **Figure-head** of Captain Cook's ship. A dragon.
This must have been the figure-head of the Resolution, in which Cook made his second and third voyages. *Lent by Viscount Galway.*

3221 **Ivory or dentine mallet** made from a whale's tooth ; used by the Pitcairn Islanders to beat the tappa cloth.
Lent by J. Brendon Curgenven, Esq.

3222 **Plate** taken from the Staff-Commander's cabin in H.M.S. Alexandra. It was pierced by a 10-in. spherical shell, fired from the batteries at Alexandria during the bombardment of the forts on 11th July, 1882.
Lent by executors of the late Staff-Captain Henry Hosken, R.N.

3223 **Cast** in plaster of Paris of an impression made by a shell from the Alexandria Batteries. The shell split up on a 12 in. armour-plate of H.M.S. Alexandra, 11th July, 1882.
Lent by the Executors of the late Staff Captain Henry Hosken, R.N.

3224 **A pinchbeck watch,** which is said to have been worn by the late Lord Nelson on more than one occasion, but which was not his own.
Lent by Maurice Nelson Girdlestone, Esq.

3225 **Silver inkstand** which belonged to Lord Nelson.
Lent by William Fuller, Esq.

3226 **Epaulette and sash** formerly in the possession of, and worn by, Vice-Admiral Lord Nelson. These relics were purchased by the late Seth William Stevenson, F.S.A. of Norwich, in 1823, from Tom Allen of Burnham Thorpe, Norfolk, who for some years served as a seaman under Lord Nelson, and latterly as his butler and confidential servant.
Lent by W. Cowley Stevenson, Esq.

3227 **Bâton,** presented by William IV. to Admiral Lord Gambier.
Lent by Mrs. Gambier.

3228 **Uniform coat and waistcoat,** old and well worn. It once belonged to Lord Nelson. *Lent by W. Eyre Matcham, Esq.*

3229 **Diamond headed cane** presented to Lord Nelson by the inhabitants of the Island of Yauba. This cane was given by Lord Nelson to his brother-in-law, Mr. Matcham. *Lent by W. Eyre Matcham, Esq.*

3230 **Lord Nelson's washing stand,** taken out of the Victory. The glass decanters, tumblers, and wine glasses bear the mark "N."
Lent by W. Eyre Matcham, Esq.

3231 **Bottle holder** which contained the bottle of brandy that was used for Lord Nelson when he was wounded at the battle of Trafalgar. It was given to Mr. Cane, late of the Victoria Hotel, Dover, by a relative of Lord Nelson, and was presented to the Corporation in 1877 for the Dover Museum. *Lent by the Mayor and Corporation of Dover.*

3232 **Boatswain's pipe,** which belonged to Henry Burrows, Boatswain of H.M.S. Culloden, at the Battle of the Nile.
Lent by the Mayor and Corporation of Dover.

3233 **Copper bugle** which belonged to Captain Alan Gardner, R.N., the Missionary to the Terra-del-Fuegians. It was found in his cave near his body. He and his companions, 16 in number, were driven from the Island where they had established their depôt, and could never regain the place owing to the strong westerly set of the current, and the westerly winds, added to their exhausted condition from the want of proper food. They lived on wild celery and any sea fowl they could kill. Scurvy was the cause of their death. They died (scattered up and down the beach) in August, 1851, and were found (their bodies being perfectly preserved owing to the intense cold) by the exploring party from H.M.S. Dido, 18, Capt. W. H. A. Morehead, C.B. The Bugle was found by the present owner, then a Lieutenant, R.M.
Lent by Major C. L. Atterbury Farmar.

3234 **A carved oak over-mantel** with gilt caryatid, and with the arms of Sir Thomas Howard, K.G., Earl of Surrey, and afterwards Duke of Norfolk, who, on May 4th, 1514, succeeded his brother, Sir Edward Howard, as Lord High Admiral. This over-mantel was formerly in the Admiralty Office at Deptford. *Lent by the Duke of Norfolk, K.G.*

3235 **White ensign.** The flag which flew (half mast) over Lord Nelson's Funeral Car. *Lent by Horatio Elphinstone Rivers, Esq.*

3236 **Lantern** taken by Lord Rodney, in 1782, from the stern of the French ship of the line, Ville de Paris, flagship of the Comte de Grasse.
The ship had been presented by the city of Paris to Louis XV. in 1780, and was considered the finest ship then afloat. She unfortunately foundered on her passage to England, together with the Glorieux, a ship taken at the same time. *Lent by Horatio Elphinstone Rivers, Esq.*

3237 **Medicine chest** with the following inscription on a plate "Lord Howe's Medicine Chest." This chest was with Lord Howe in the battle of the "Glorious First of June," 1794, and was purchased at the sale of his effects by the late T. P. Cooke, Esq.
Lent by Hugh M. Cumming, Esq.

3238 **A damask linen table cloth,** which once belonged to the late Lord Nelson, and which bears the initials H. N., 1800.
Lent by Maurice Nelson Girdlestone, Esq.

3239 **A nautilus shell** engraved as a trophy of Lord Nelson's victories.
Lent by Maurice Nelson Girdlestone, Esq.

3240 **A large shot** found in the Russian Naval Batteries, between the Malakoff and the Arsenal Forts. *Lent by the Earl of Portarlington.*

3241 **Russian officer's pipe** found in the Russian trenches at Sevastopol. (The stem is modern.) *Lent by the Earl of Portarlington.*

3242 **Piece of the granite walls of Sevastopol,** after explosion by the British Engineers. *Lent by the Earl of Portarlington.*

3243 **Russian butcher's knife** found in the Russian trenches at Sevastopol.
Lent by the Earl of Portarlington.

3244 **Small incense burner,** taken from a ruined chapel at Sevastopol.
Lent by the Earl of Portarlington.

3245 **Uniform coat** once the property of Admiral the Hon. Sir W. Cornwallis. *Lent by Cornwallis Wykeham Martin, Esq.*

3246 **Two epaulettes,** once the property of Admiral the Hon Sir W. Cornwallis. *Lent by Cornwallis Wykeham Martin, Esq.*

3247 **Ornament made of hippopotamus tusk** from Tanganyika.
Lent by Commander Verney Lovett Cameron, R.N., C.B., D.C.L.

3248 **Arab Buckler.**

3249 **Chronometer Watch** presented by the Officers of the Royal Navy to Commander Cameron, R.N.

3250 **Silver Inkstand** presented by the people of Shoreham, Kent, to Commander Cameron, R.N.

3251 **Union Jack**—Syria and Mesopotamia, 1878-79; Africa, 1880-85.

3252 **White ensign**—Syria and Mesopotamia, 1878-1879; Africa, 1880-85.

3253 **Photograph across Africa.** Colours and Memorial tablet in Shoreham Church.

3254 **Two Idols** from Kibanji, 1875.

3255 **Pillow** (wooden head-rest) from Urua, 1875.

3256 **Double-barrelled rifle** taken by Commander Cameron across Africa, 1876.

3257 **Double-barrelled fowling piece** taken by Commander Cameron across Africa, 1876.

3258 **Revolver** taken by Commander Cameron across Africa, 1876.

3259 **Hunting Knife** taken by Commander Cameron across Africa, 1876.

3260 **Two boom boards** from H.M.S. Star, 1866-70.
Lent by Commander Verney Lovett Cameron, R.N., C.B., D.C.L.

3261 **Chair and bed combined,** in which Vice-Admiral Lord Nelson sometimes slept when at sea. *Lent by W. Eyre Matcham, Esq.*

3262 **Small brass cannon,** made from a gun taken at the Siege of Gibraltar, 1782, and presented by Lord Heathfield to the owner's grandfather, who held an important civil appointment there.
Lent by Lieut.-Colonel Cockcraft.

3264 **Piece of a shell** fired from H.M.S. Condor (Capt. Lord Charles Beresford), at Alexandria. It is mounted to serve as an inkstand.
Lent by B. W. Warhurst, Esq.

3265 **Wheel lock spanner,** from the Spanish Armada. (From the Meyrick collection.) *Lent by Robert Ludgate Leigh, Esq.*

3266 **Small gold locket** of old-fashioned make, containing a lock of Lord Nelson's hair, cut off after death by the Rev. Dr. Scott (Chaplain of the Victory). *Lent by Vice-Admiral the Hon. W. C. Carpenter.*

3267 **Gold watch** which belonged to Major.-Gen. Farmar, 2nd Commandant R.M., Plymouth, in 1810. This watch was in the possession of General Farmar (then a Captain, R.M.) when a prisoner at Toulon, during the war with France.
Lent by Major C. L. Atterbury Farmar.

3268 **Silk flag** presented to Captain J. Cooke, of H.M.S. Amethyst, on the occasion of his taking H.R.H. the Duke of York to Holland, 1799.
Lent by Mrs. Rolles.

3269 **The watch** of Captain the Hon. James Colville, R.N., commanding H.M.S. Sunderland, which foundered during a hurricane in Pondicherry Roads, 1761. The body of Captain Colville was washed ashore after six days, and the watch was then recovered.
Lent by Lord Colville of Culross.

3270 **Pair of pistols** which were presented to Lord Nelson by Captain Thomas Masterman Hardy, June 18th, 1801. *Lent by Mrs. Blaikie.*

3271 **Pistol** from the Spanish Armada. (From the Meyrick collection).
Lent by Robert Ludgate Leigh, Esq.

3272 **Pistol** from H.M.S. Mars. *Lent by Robert Ludgate Leigh, Esq.*

3273 **Pistol** from the Victory when Lord Nelson was in command.
Lent by Robert Ludgate Leigh, Esq.

3274 **Mourning ring of Lord Nelson.** *Lent by Montagu Guest, Esq.*

3275 **Small flat circular box of oak.** Written on the lid inside, in ink, is "Bought at Plymouth, 1836, being made of the ship Bellerophon, which took Buonaparte to St. Helena."
Lent by Captain John H. Howard, R.N.

3276 **Small flat circular box of oak,** the lid inlaid with pine wood. Inside of the lid, a silver plate bears the inscription—"Hull of the Vanguard, mast of L'Orient." *Lent by Captain John H. Howard, R.N.*

3277 **Work-box** made by George, son of Edward Young, one of the mutineers of the Bounty. *Lent by J. Brendon Curgenven. Esq.*

3278 **Memorial ring,** one of a number given after the death of Lord Nelson to his relatives, and to his Captains and other officers.
Lent by Maurice Nelson Girdlestone, Esq.

3279 **Chronometer** presented to Captain Robert Campbell by the Captains of the first China Fleet, 1807. *Lent by Mrs. Pemberton.*

3281 **Enamelled watch** given by Lord Nelson to his sister, Mrs. Matcham, (the owner's grandmother), on her marriage.
Lent by Major-General Montgomery-Moore.

3282 **Watch** which belonged to Admiral the Hon. Sir William Cornwallis.
Lent by T. Wykeham Martin, Esq.

3283 **Watch** worn by Sir Edward Codrington at the battle of Navarino. It was crushed in his pocket by a splinter.
Lent by Major A. E. Codrington.

3284 **Nelson's gold seal,** engraved with his coat of arms.
Lent by Horatio Girdlestone, Esq.

3285 **Seal from the Spanish ship San Miguel,** captured at Gibraltar, 1782. The seal belonged to Admiral Sir Charles Henry Knowles, Bart., G.C.B. *Lent by the Misses Knowles.*

3286 **Seal of Captain Cook,** with vignette portrait and date engraved
Lent by Alfred Hackman, Esq.

3287 **Knife which belonged to Lord Nelson,** with name, "Horatio Nelson, 1789." By pressing a spring the steel blade comes out. With the silver case it is a fruit knife.
Lent by Major-General Montgomery-Moore.

3288 **Chair which belonged to Commodore Anson** on board the Centurion. From this chair, it is said, he used to take his sights on the quarter-deck. *Lent by Admiral Anson.*

3289 **Cloak** in which Lord Nelson is said to have been wrapped when wounded on the 21st October, 1805.
Lent by Captain John Durnford, R.N., D.S.O.

3290 **Oak tooth-pick case.** Belonged to Lord Nelson. Engraved, "Honor est a Nilo" (Horatio Nelson).
Lent by Captain Josceline Bagot.

3291 **Fragment of flag** of H.M.S. Victory at Trafalgar, which served as the pall of Lord Nelson, at the funeral at St. Paul's, and which was torn in pieces, and handed to those standing around the vault.
Lent by Charles Taylor Philips, Esq.

3292 **Admiral Blake's** original sea chest.
Lent by the Rev. W. H. C. Ruddock.

3293 **Telescope** which belonged to Captain (afterwards Admiral Lord) Collingwood at the Battle off Cape St. Vincent, 14th February, 1797.
Captain Collingwood commanded the Excellent; and the telescope was shattered by a ball which passed under his arm. He handed it to John Davis, the boatswain, saying: "A miss is as good as a mile: take this, and do something with it."
From Davis's family it passed, in 1854, to Miss Turner, of Sunbury, who gave it to the present owner in 1872.
Lent by Lieutenant-Colonel Lean.

3294 **Two linen table cloths and one Dinner Napkin**; presented to Admiral Vernon in commemoration of the taking of Portobello.
They are interwoven with ships and coats of arms of various towns; all different. *Lent by Thomas Somers-Cocks, Esq.*

3295 **Mahogany arm chair,** one of a set of cabin chairs which belonged to Commodore Anson, and was part of the furniture of his cabin in the Centurion in her voyage round the world. Has been in the owner's family ever since. *Lent by Deputy Surgeon General Hornsby Wright.*

3296 **Granite shot** as fired from the Turkish batteries in the Dardanelles in 1807. *Lent by Admiral Sir George Duckworth-King, Bart., K.C.B.*

3297 **Velvet cap** worn by Admiral Blake.
Lent by the Rev. W. H. C. Ruddock.

3298 **Another velvet cap** worn by Admiral Blake.
Lent by the Rev. W. H. C. Ruddock.

3299 **Dress waistcoat** worn by Admiral Blake.
Lent by the Rev. W. H. C. Ruddock.

3300 **Christening cap** worn by Admiral Blake.
Lent by the Rev. W. H. C. Ruddock.

3301 **Christening robe** worn by Admiral Blake.
Lent by the Rev. W. H. C. Ruddock.

3302 **Cap of Liberty** from the mast-head of the French frigate Cléopâtre, captured by the British frigate Nymphe, Captain Edward Pellew, afterwards Viscount Exmouth, on the 19th June, 1793.
Lent by Viscount Exmouth.

3303 **Spy glass** used by Admiral Lord Exmouth at the Battle of Algiers.
Lent by Viscount Exmouth.

3305 **Hat and coat** worn by Admiral Lord Exmouth at the Battle of Algiers. *Lent by Viscount Exmouth.*

3307 **Gold chain and locket containing Lord Nelson's hair.**
These articles came into possession of the owner's family through George Ravenshaw, who was first lieutenant of the Spencer at the Battle of St. Domingo in 1806, and died at Jamaica in 1812.
Lent by T. R. Ravenshaw, Esq.

3309 **Double-barrelled gun,** presented to the Sultan of Witu by the German Emperor. Found by Vice-Admiral the Hon. Sir E. R., Fremantle, K.C.B., at the taking of the Sultan's Palace at Witu (1890), and presented to him by the German Emperor (January, 1891).
Lent by Vice-Admiral the Hon. E. R. Fremantle, K.C.B., K.C.M.G.

3310 **Telescope** formerly belonging to Lord Nelson, inscribed—"This belonged to Lord Viscount Nelson, 21st October, 1805. Captain Fremantle, R.N., 21st October, 1805."
Lent by Vice-Admiral the Hon. E. R. Fremantle, K.C.B., K.C.M.G.

3311 **Apparatus** used by Her Majesty the Queen in launching H.M.S. Royal Arthur at Portsmouth, 26th February, 1891.

3312 **Do.,** as used for the floating out of dock of H.M.S. Royal Sovereign.
Lent by Chief Constructor, Portsmouth Dockyard.

3313 **A lock of Lord Nelson's hair,** attached to a letter from Vice-Admiral Sir T. M. Hardy (Nelson's Flag Captain) to Sir Charles Bullen attesting its genuineness ; the whole enclosed in a frame made from a portion of the hull of the Victory.

At a fancy fair, held some 35 years ago in Willis's Rooms, in aid of the funds of the Royal Naval Female School, this relic was offered for sale at the stall of the Duchess of Northumberland, at the price of £25. As no purchaser offered, it was raffled for, and won by the Duchess, who presented it to the owner's father.
Lent by Mrs. A. P. Pleadwell.

3315 **Garnet bracelet,** with miniature portrait of Admiral Lord Howe, K.G.
Lent by Miss Holtby.

3317 **Solid oak cabinet,** with five inlaid drawers. On the inside of the door is an inlaid representation of a man of war, believed to be the Centurion.

This relic was the handiwork of Edward Collingwood, midshipman of the Centurion, during the celebrated voyage of circumnavigation made by Commodore Anson, 1740 to 1744.
Lent by Miss H. B. Collingwood.

Lent by Her Majesty the Queen.

3318 **The Keys of Vigo.**

3319 **The Bullet that caused the Death of Admiral Lord Nelson.**

3320 **Portion of the mast of the Victory.**

3321 **Bar Shot fired at the Battle of Trafalgar.**

3322 **Model of a boat** presented by the inhabitants of the Pitcairn Islands, on the occasion of Her Majesty's Jubilee, 1887.

3323 **One of the family mourning rings of Captain Cook,** with a device worked in hair, believed to be the hair of Captain Cook.
Lent by Wm. Adams, Esq., F.R.C.S.

3324 **Box** made of timber from H.M.S. Erebus, commanded by Captain Sir John Franklin. *Lent by Rev. J. G. Bird.*

3326 **Piece of H.M.S. Fury,** wrecked in Prince Regent's inlet in September, 1825. *Lent by Rev. J. G. Bird.*

3327 **Brass tobacco box** taken from one of the Dutch ships captured after the battle off Portland, 18th February, 1653. This box has been handed down to the seamen of the Furmidge family for six generations. *Lent by Mr. Frank Jackman (late Chief Gunners's Mate, R.N.)*

3328 **Piece of petrified timber of H.M.S. Vanguard.** *Lent by W. W. Ashley, Esq.*

3329 **Chair** made of wood from the Venerable, Admiral Duncan's flagship in the battle of Camperdown. *Lent by the Countess of Chichester.*

3330 **Diamond memorial ring,** with Nelson's hair, and inscription at back. *Lent by Messrs. Lambert & Co.*

3331 **Tooth-pick case** made from splinters of H.M.S. Victory; formerly the property of Sir Thomas M. Hardy. *Lent by Messrs. Lambert & Co.*

3332 **Pair of spectacles** worn by "Neptune" when H.M. Ship Inconstant crossed the line. *Lent by Messrs. Lambert & Co.*

3333 **Old hour glass.** The frame only is antique. *Lent by Messrs. Lambert & Co.*

3334 **Brocaded silk house-wife,** illustrating the victory of Camperdown. *Lent by Messrs. Lambert & Co.*

3335 **Piece of the dress worn by Queen Elizabeth** when she went to St. Paul's to return thanks for the defeat of the Spanish Armada. *Lent by Messrs. Lambert & Co.*

3336 **Ten-inch shell** from the bombardment of Alexandria, 11th July, 1882.

This shell came through the port side of H.M.S. Alexandra above the armour, passing through the Torpedo Lieutenants' cabin, struck the combings of the engine room, and rolled along the main deck. Mr. Harding, the gunner, put it into a tub of water, for which action he received the Victoria Cross.

Lent by H.R.H. The Princess of Wales.

3337 **Ten-inch shell** from the Bombardment of Alexandria, 11th July, 1882.

This shell entered Captain Hotham's sleeping cabin on the port side, passed through a bed and chest of drawers, struck the combings of the Admiral's sky-light, and fell on to a table in the Admiral's dining-room, near the picture of H.R.H. The Princess of Wales.

Lent by H.R.H. The Princess of Wales.

3338 **Splinter** broken from the stern gallery of H.M.S. Asia, in the Battle of Navarino. *Lent by Major A. E. Codrington.*

3339 **Flag** carried at the foretop-gallant-mast-head of H.M.S. Asia at the Battle of Navarino, 20th October, 1827.
Lent by Major A. E. Codrington.

3340 **Shot** taken out of the side of H.M. Ship Victory after the Battle of Trafalgar. *Lent by the Admiral Superintendent, Chatham Dockyard.*

3341 **Pistol,** found in a ship which was discovered in St. Mary's Creek, Chatham; and which is supposed to be the St. Matthias, sunk during the descent made by Dutch on Chatham.
Lent by the Admiral Superintendent, Chatham Dockyard.

3342 **Letter weight** used by Lord Nelson to steady his paper as he wrote the last codicil to his will, before the battle of Trafalgar; given to Mr. George Westphal, midshipman, when he left the Victory.
Lent by Mrs. A. Loftus-Tottenham.

3343 **Missing bullion** from Lord Nelson's coat, which was placed under the head of Mr. (afterwards Sir George) Westphal, as he lay wounded in the cockpit of the Victory. The bullion was entangled in his hair, and had stuck to the wound from which it was cut away.
Lent by Mrs. A. Loftus-Tottenham.

3344 **The breeches and under stockings** which Lord Nelson had on at the time when he was mortally wounded. When cut from his person, stained with blood, they were saved by Lieut. Lewis Rotely, R.M., as a sad memorial of the day. *Lent by Miss Jane Douglas Rotely.*

3345 **Bill,** printed on satin, "Soirées Fantastiques, Melville Island, Friday, January 14th, 1853, Captain H. Kellett and Commander McClintock."
Lent by the Mayor and Corporation of Brighton.

3346 **Playbill,** printed on satin, "Royal Arctic Theatre, Wednesday, Nov. 30th, 1853, H.M.S. Resolute, Captain H. Kellett, C.B."
Lent by the Mayor and Corporation of Brighton.

3347 **Lord Nelson's telescope,** given to Lord Frederick Fitzroy by the latter's uncle, Admiral Sir T. M. Hardy, Nelson's Flag Captain at Trafalgar. *Lent by Lord Frederick Fitzroy.*

3348 **Cane,** always used by Admiral Viscount Exmouth.
Lent by Viscount Exmouth.

3349 **Cocked Hat** worn by Lord Nelson at Copenhagen.
Lent by Messrs. Widdowson & Veale.

3351 **Two models of birds** covered with gold. Picked up at Coomassie, 1873. *Lent by Lieut. G. R. Maltby, R.N.*

3352 **Watch** which belonged to Admiral Edgar. *Lent by Miss Neville.*

3354 **Seal** which belonged to Admiral Edgar. *Lent by Miss Neville.*

3355 **Pierced iron-plated part of side of H.M.S. Alexandra** where a shell entered during the bombardment of Alexandria.
Lent by Admiral Hotham, C.B.

3356 **Part of an Egyptian shell** which fell on the lower deck of H.M.S. Alexandra, July 11th, 1882. *Lent by Admiral Hotham, C.B.*

3357 **Portion of the Royal George,** with ring and bolt.
Lent by Miss C. F. Troubridge.

3358 **Lock of Nelson's hair** set in crystal and silver, and presented by Lord Nelson to Admiral Sir C. Tyler. Engraved and dated.
Lent by Lieut. G. W. Tyler, R.N.

3359 **State chair** of Fumo Bakari, Sultan of Witu, found in the Sultan's Palace, and removed on the capture and destruction of that town, on 27th Oct., 1890, by an expedition composed of officers and men of the Royal Navy and Royal Marines from the following ships belonging to the East India squadron, Boadicea, Turquoise, Conquest, Cossack, Brisk, Kingfisher, Redbreast, Pigeon, Humber, and of 150 Police of the Imperial British East African Company.
Lent by Vice-Admiral Sir E. Fremantle, K.C.B., C.M.G.

3360 **Handkerchief** tied round the head of Commissioner J. N. Inglefield at the wreck of the Centaur. This is shown in the picture of the wreck. (See No. 1379.)
Lent by Admiral Sir Edward Inglefield, K.C.B., F.R.S.

3361 **Watch** worn by Commissioner J. N. Inglefield when wrecked in H.M.S. Centaur.
Lent by Admiral Sir Edward Inglefield, K.C.B., F.R.S.

3362 **Small drum** of the San Fiorenzo. *Lent by R. H. Crozier, Esq.*

3363 **Large drum** of the San Fiorenzo. *Lent by R. H. Crozier, Esq.*

3364 **Gold ring** taken from Lord Nelson's hand after death, and sent to Horatia Nelson. *Lent by Mrs. H. Nelson Nelson-Ward.*

3365 **Gold seal** given by Lord Nelson to Horatia Nelson.
Lent by Mrs. H. Nelson Nelson-Ward.

3366 **Watch** given by Lord Nelson to Horatia Nelson.
Lent by Mrs. H. Nelson Nelson-Ward.

3367 **The gold necklet with dog** mentioned in the history of Nelson's life.
Lent by Mrs. H. Nelson Nelson-Ward

3368 **Setting of the Order of the Bath.**
Lent by Mrs. H. Nelson Nelson-Ward.

3369 **The spectacles** worn by Admiral Lord Exmouth.
Lent by Viscount Exmouth.

3370 **Memorial ring** of Lord Nelson.
Lent by Mrs. H. Nelson Nelson-Ward.

3371 **Lord Nelson's official seal with crest.**
Lent by Mrs. H. Nelson Nelson-Ward.

3372 **Pair of pocket pistols,** used by Lord Nelson.
Lent by Mrs. H. Nelson Nelson-Ward.

3373 **Letter weight,** used by Lord Nelson in his cabin.
Lent by Mrs. H. Nelson Nelson-Ward.

3374 **Leather despatch box** which belonged to Admiral the Earl of St. Vincent. *Lent by the Earl of Northesk.*

3375 **D'Oily** marked with Nelson's coronet and monogram, and formerly belonging to him. *Lent by Arthur Rigg, Esq.*

3376 **Relic of the loss of H.M.S. Captain.** Ensign or Pendant Staff which was used as a tiller to steer the launch in which the survivors escaped when that ill-fated ship foundered off Cape Finisterre, in September, 1870. *Lent by C. W. Curtis, Esq.*

3377 **Three left-handed gloves** which belonged to Lord Nelson.
Lent by General Viscount Bridport, K.C.B.

3379 **Dress shoe buckles of Lord Nelson.**
Lent by General Viscount Bridport, K.C.B.

3381 **Piece of Oak** cut from the deck of the Victory where Lord Nelson fell, and sent to Horatia Nelson.
Lent by Mrs. H. Nelson Nelson-Ward.

3382 **Jewel** given to Sir John Hawkins by Queen Elizabeth.
Lent by the Earl of Rosebery, K.T.

3383 **Hat** worn by Admiral Robert Gawen when in command of a boat of H.M.S. Tonnant, in the attack on the American flotilla before New Orleans. He was badly wounded in the head.
Lent by Mr. H. Redstall.

3383B **Naval Epaulettes of 1813.** *Lent by Captain Sutton, R.N.*

3383C **Metal Cup and Case,** taken by Captain Cook in his voyages round the world. *Lent by Viscount Galway.*

3383D **A Piece of the Hangings of Horatia's Cot.** Given to her by Admiral Lord Nelson. *Lent by Mrs. H. Nelson Nelson-Ward.*

3383F **Box** containing in its lid splinters of the various ships captured on the Glorious 1st of June. *Lent by Earl Howe.*

3383G **Locket** containing the hair of Admiral Lord Nelson.
Lent by Mrs. H. Nelson Nelson-Ward.

3383H **Trophy Medallion.** *Lent by Mrs. H. Nelson Nelson-Ward.*

3383I **Fetish Idol,** prayed to by King Kosoko; taken out of the King's Palace the day of the capture of Lagos, Bights of Benin, West Coast of Africa. Two stokers' heads were laying near on a table, killed the day previous. Dec. 1851. *Lent by Capt. W. S. de Kantzow, R.N.*

3383J **Box** used as his sea-chest by Admiral Richard Parker at the time of the mutiny of the Nore. *Lent by Professor Malcolm.*

3383K **Gold Box** presented by Admiral Barrington to Earl St. Vincent.
Lent by Lady Forester.

3383L **Silver Gilt Cup** given to Lord Nelson by Lady Hamilton, and used by him (with inscription engraved thereon).
Lent by Nelson-Ward, Esq.

3383M **Chair** belonging to Lord Nelson and used by him on board H.M.S. Victory up to the date of the Battle of Trafalgar. Brought by Admiral Sir Thomas (then Captain) Hardy to Lady Hamilton.
Lent by Nelson-Ward, Esq.

3383N **Paper** on which is written an epigram composed by, and in the handwriting of, Lady Hamilton, in celebration of the Battle of Copenhagen.
Lent by Nelson Ward, Esq.

3383O **Candlestick** belonging to Sir John Franklin.
Lent by the Editor of "The United Service Gazette."

3383Q **Model of Ship** made by French prisoners of war in Dartmoor Prison, in beginning of this century; made with their pocket knives out of their mutton bones, the rigging from their own hair.
Lent by Mrs. Esdaile Lovell.

3383R **Book of Josephus,** containing on the fly-leaf the words "Commodore Nelson," written by Lord Nelson before he lost his right arm; and the words "Nelson and Bronte" written by him with his left hand, and underneath some words in Lady Hamilton's handwriting.
Lent by Nelson-Ward, Esq.

3383S **Silver Gilt Cup bought by Lord Nelson,** and given by him to "Horatia," together with paper, in Lady Hamilton's handwriting, identifying same, and referred to in Sir Harris Nicholas "Despatches of Lord Nelson," Vol. VII., p. 388. *Lent by Nelson-Ward, Esq.*

3383T **A Splintered Flag Staff and a riddled Union Jack,** repeatedly shot down by the Russian gunners, and as repeatedly rehoisted by the late Captain Sir William Peel.
Lent by the Right Honourable A W. Peel.

3383U **Carved Chair,** made of wood of H.M.S. Victory.
Lent by the Corporation of the R.N. Schools, Eltham.

3383W **Commemoration Gold Pendant,** with Foul Anchor engraved on it, Lord Howe, 1st of June. *Lent by Earl Howe.*

3383X **Compass and Seal** which belonged to Lord Howe.
Lent by Earl Howe.

3383Y **Neapolitan Cane** which belonged to Admiral Lord Nelson.
Lent by Earl Nelson.

3383Z **Wooden Dish** belonging to John Adams, one of the Mutineers (father of the Colony), in which his meals were daily served for years.
Lent by J. Brendon Curgenven, Esq.

3383 1A **Elephant's Tusk,** shot in his journey through Africa, 1880-85.
Lent by Commander V. Lovett Cameron, R.N., C.B., D.C.L.

3383 IB **Piece of the First Atlantic Cable.**
Lent by Commander V. Lovett Cameron, C.B., R.N., D.C.L.

3383 IC **Telescope** belonging to, and constantly used by, Captain Cook.
Lent by Robert John Holder Christie, Esq.

3383 ID **Small Purse,** Netted of Yellow Silk and Silver Lace. originally belonging to Captain Hardy, the personal friend of Admiral Lord Nelson, and used by him on board Nelson's flagship Victory upon the occasion of the Battle of Trafalgar. *Lent by George Charles Williamson, Esq.*

3383 IE **Gold spectacles** worn by William, 7th Earl of Northesk, Admiral.
Lent by the Earl of Northesk.

3383 IF **Gold chain** worn by William, 7th Earl of Northesk, Admiral.
Lent by the Earl of Northesk.

3383 IG **Desk** made of portion of L'Orient blown up in the battle of the Nile, 1st August, 1798. In Lord Nelson's possession at the time of his death, 21st October, 1805. *Lent by Frederick Edward Colman, Esq.*

3383 IH **An account** of the loss of H.M.S. Manilla off the Texel on the 28th January, 1812, and of the march of the survivors through Holland and Belgium to Givet. Written by John Flaxman, one of the survivors.
Lent by A. J. Flaxman, Esq.

3383 II **Silver watch** presented by Admiral Lord Nelson to Captain Jonas Rose, R.N. *Lent by Evan Roberts, Esq.*

3383 IJ **Model** of 100 pounder Armstrong gun of H.M.S. Emerald, commanded by Captain A. Cumming, C.B., 1st gun of royal salute fired to greet H.R.H. Princess of Wales on her landing at Gravesend.
Lent by Lieut.-Colonel Richard Purefoy Fitzgerald, late Lieut. R.N.

3383 IK **Piece of the deck of Victory.** *Lent by O. R. Fabian, Esq.*

3383 IL **Log** of the U. S. frigate Chesapeake. *Lent by Lady de Saumarez.*

3383 IM **Piece of the wood** of the Chesapeake.
Lent by Admiral of the Fleet Sir Provo Wallis, G.C.B.

3383 IN **Two d'oilys** marked with Nelson's monogram and crest.
Lent by W. Eyre Matcham, Esq.

3383 IO **A small piece of wood** of the famous American smuggling schooner Clinton. *Lent by Rev. F. O. Morris.*

3383 IP **Piece of shot and shell** picked up on board H.M.S. Agamemnon and in the Naval batteries.

3383 IQ **A shot** do. do.

3383 IR **A piece of shell** do. do.
Lent by Rear-Admiral Horatio L. A. L. Maitland.

3383 IS **Seal** of the Lord High Admiral of England.
Lent by Messrs. E. & E. Emanuel.

3383 IT **Cast of Lord Nelson** made from gun metal.
Lent by Edgar Goble, Esq.

3383 IU **Compass** used by Captain Bligh.
Lent by Lieut. George F. Glennie, R.N.

3383 1V **Small jewel box** made of the timber of H.M.S. Victory silver mounted. *Lent by Lady Glover.*

3383 1W **Small box** made of wood of Victory and Centurion containing pipe blown up from Royal George.
Lent by Captain Lord Charles Beresford, C.B., R.N.

3383 1X **Book** formerly belonging to Admiral Blake.
Lent by Captain Lord Charles Beresford, C.B., R.N.

3383 1Y **Gold Baton,** presented by King George IV. to the 1st Earl of St. Vincent, on his promotion to the rank of Admiral of the Fleet in 1821. *Lent by Mrs. Coope.*

3383 1Z **Gold shell** picked up at Coomassie on its capture, 1873.
Lent by Lieut. G. R. Maltby, R.N.

3383 2A **Gold ornament** picked up at Coomassie on its capture, 1873.
Lent by Lieut. G. R. Maltby, R.N.

3383 2B **Sailing of H.M.S. Resolution and Adventure from England,** March, 1772. *Lent by Messrs. E. & E. Emanuel.*

3383 2C **Studs taken from the shirt** worn by Vice-Admiral Viscount Nelson, shortly after the mortal wound received by him, 21st October, 1805.
Lent by Sir Thomas Lucas, Bart.

3383 2D **Dagger** that killed Captain James Cook at Owyhee, 14th February, 1779, with print at back shewing his death.
Lent by Charles Augustus Rudd, Esq.

3383 2E **Memorial of John Adams,** the Survivor of H.M.S. Bounty, engaged in the mutiny in 1789, who settled at Pitcairn's Island.
Lent by Robert A. White, Esq.

3383 2F **Shoe buckles worn by Admiral Lord Nelson** at the time of his death, 21st October, 1805. *Lent by J. L. Henderson, Esq.*

3383 2G **Model of the Victory's Anchor,** showing the places where it was struck by the enemy's shot, and how bent.
Lent by J. L. Henderson, Esq.

3383 2J **Large Shell** from the South Seas, brought home in the Centurion by Captain Philip Saumarez, 1744. *Lent by Lord de Saumarez.*

3883 2K **Large Shell** from the South Seas, brought home in the Centurion by Captain Philip Saumarez, 1744. *Lent by Lord de Saumarez.*

20 GOLD [SILVER VULCAN MEDAL.] **MEDALS.**

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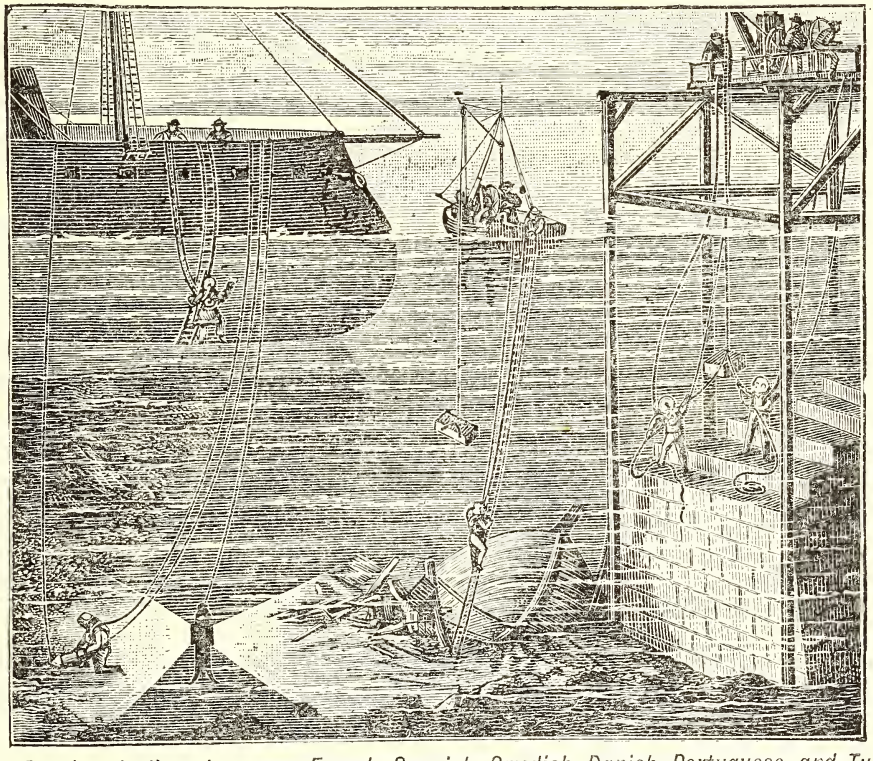
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Admiralty, War Office, India Office, Crown Agents, Trinity Board, etc., etc.

Manufacturers of Submarine Electric Lights, Patent Speaking Apparatus and Telephones for use of Diver, Batteries, Exploders, etc., etc.



To the Russian, Italian, Japanese, French, Spanish, Swedish, Danish, Portuguese, and Turkish Governments, and other Maritime Powers; and to the Principal Harbour, Dock, and Canal Works and Sponge and Pearl Fisheries of the World, and Manchester Ship Canal.

Telegraphic Address: "SIEBE, LONDON."

Office :—WESTMINSTER BRIDGE ROAD.

Works :—Neptune Works, Mason Street, Lambeth, London, S.E.

Staff of DIVERS, with Apparatus, always ready for carrying out operations.

On leaving the ARTS SECTION the visitor finds himself in the

HOWE GALLERY,

containing a collection of exhibits which, as they could not well be classified in either of the Main Sections of the Exhibition, have all been collated here in the

MISCELLANEOUS SECTION.

One of the principal exhibits in this section is that relating to the Victualling and Clothing of the Royal Navy, and in connection therewith the following remarks will be of interest.

VICTUALLING AND CLOTHING.

The victualling of the Navy was formerly entrusted to Contractors under the direction of the Navy Board, a body of Commissioners distinct from, and subordinate to, the Board of Admiralty; they met originally at an office on Tower Hill, whence they removed, in the time of the Commonwealth, to the Navy Office in Crutched Friars.

In 1683, in consequence of the great abuses that arose, and the large profits made by the Contractors, the Navy Board took the victualling of the Fleet into their own hands, and deputed four of their number to carry it out. An office was allotted to them in the immediate vicinity of the Government store-houses on Tower Hill; but in 1742, the store-house accommodation being found to be quite inadequate, the whole of the manufactories, etc., were removed to Deptford, the Victualling Office itself being transferred to Somerset House. In 1832 the Victualling Board was abolished and a Comptroller of Victualling appointed, a title changed, in 1869, to Superintendent, and, in 1878, to Director, of Victualling. In 1869-70 the Victualling Office was removed from Somerset House to the Admiralty, Whitehall.

The three principal home Victualling Establishments are the Royal Victoria Yard at Deptford, the Royal Clarence at Gosport, and the Royal William at Plymouth; in addition to these there is one on a smaller scale at Haulbowline (Queenstown) which, within the last few years, has received the name of the Royal Alexandra Yard; there is also a Victualling Yard at Malta, and Victualling Depôts at Gibraltar, Halifax, Bermuda, Jamaica, Cape of Good Hope, Trincomalee, Hong Kong, Esquimalt, and Sydney.

At each of the three large Home Yards, manufactories of Biscuit, Flour, Oatmeal, Casks, etc., are carried on, and at Deptford, in addition, are manufactured the whole of the Chocolate, Mustard, and Pepper used in the Royal Navy; at Deptford also is received a large proportion of the articles

obtained by contract, such as Seamen's Clothing, Rum, Tobacco, Lime juice, Salt and Preserved Meat, Medical comforts, and the various items which find a place in the Victualling and Clothing Scale of the seamen of the Fleet. These articles, after they have been examined, are packed at Deptford, and distributed to the other Home Yards and the various Depôts abroad, the situation of Deptford, in the immediate vicinity of the Docks, rendering it peculiarly suitable for such a purpose.

List of Exhibits of Seamen's Clothing, Food, etc. (*Note.—The Food exhibits are limited to Articles actually manufactured at the Home Victualling Yards.*)

From the Royal Victoria Yard, Deptford.

4000 Case No. 1. *Top Tier.*

Tobacco, Natural Leaf, as issued.
,, Stems removed. (Stationary Ships at home.)
Mustard Seed (Brown).
,, ,, (White).
Mustard as issued.
Pepper, whole, ground.

Middle Tier.

Cocoa Beans (Guyaquil).
,, ,, (Grenada).
,, ,, (Trinidad).
Cocoa Nibs.
Navy Chocolate (ordinary).
,, ,, (soluble).
Wheat (New Zealand, White).
Wheat (English, Red).
,, (American, Red).
Biscuit Meal.
Ship Biscuit.
,, ,, (double docked).
Flour.
Oatmeal.

Bottom Tier.

Combs, Horn and Ivory.
Cutlery.
Black Silk Handkerchiefs.
Housewife and clothing materials
Buttons.
Mitts and Comforters.

4000A Case No. 2.

Badges and Marks of Distinction.

4000B Case No. 3.

Cake of soluble chocolate, manufactured at Deptford in 1875, for the use of the Arctic Expedition of 1875-6.

FIGURES.

4000C Chief Petty Officer, R.N. (Blue Dress.)
,, ,, ,, ,, (White Dress.)
Seaman (A.B.) ... ... (Blue Dress.)
,, ,, ... (Blue Working Dress.)
,, ,, ... (White Dress.)
,, ,, ... (White Working Dress.)
,, ,, ... (Cold Weather Dress.)

COOPERAGE ARTICLES.

Manufactured at the Royal Victoria Yard, Deptford.

4001 Barrel, spirit
Half-Hogshead, spirit
Kilderkin ,,
Small Cask ,,
Barrel for dry stores
Half Hogshead for dry stores
Kilderkin ,, ,,
Small Cask ,, ,,
Harness Cask
Bread Tub
Washdeck bucket
Boat Barrico
Provision Barrico
Mess Keg
Washing Tub
Grog Tub
Boat Baler

Manufactured at the Royal Clarence Yard, Gosport.

4001A Harness Cask
Washing Tub
,, ,,
Provision Barrico
Boat ,,
Mess ,,

Manufactured at the Royal William Yard, Plymouth.

4001B Grog Tub
Washing Tub
,, ,,
Boat Barrico
Mess ,,
Provision ,,

MISCELLANEOUS.

4002 **Oliver Rowe**, 8, *Bridge Street, Westminster.*
"The Cable Boot," sewn with coated wires for the purpose of resisting the action of Sea Water.

4003 **Piggott Bros. & Company**, 57, 58, 59, *Bishopsgate Street Without, London.*
Oilskin and Waterproof Clothing of all descriptions, Boats' Fendoffs, Canvas Ropes and Blocks, Gymnastic Requisites, Tents for Engineering Purposes.

4004 **John Unite**, 291 & 293, *Edgware Road, London, W.*
An assortment of Waterproof Garments (made in Oiled Canvas and India Rubber). Specialities in Waterproof Goods for the Navy.

4005 **J. Gieve & Sons** (late Galt, Gieve & Co.), *Portsmouth.*
Royal Naval Uniforms, Accoutrements, Instruments, and Midshipman's Sea-chest, complete as supplied to H.M.S. "Britannia."

RIDLEY & CO.,
SWALWELL STEEL WORKS, NEWCASTLE-ON-TYNE.
STAND No. 59, CAMPERDOWN GALLERY. (East Side.)

MANUFACTURERS OF
Steel Castings for Marine, Ordnance, Locomotive, Mining, and other purposes; also of
TOOL and MINING STEEL for all purposes. STEEL and IRON FORGINGS, &c.
Contractors to the Admiralty, War Office, India Office, &c.

LONDON OFFICE: 9 & 11, FENCHURCH AVENUE, E.C.
Representative, J. H. TAYLOR.

4006 **Firmin & Sons, Limited,** 153 & 154, *Strand, London.*
Buttons, Ornaments, and Swords, Hats, Caps, and Accoutrements, Epaulettes, Laces, and Embroideries.

4007 **Simpson Benzie,** 61, *High Street, Cowes.*
Ships' Clocks and Aneroids; Single, Double, and Triple Chronographs.

4008 **Edwin Martin,** 68, *West India Dock Road, London, E.*
Patent Inextinguishable Ships' Lamps, also "Berth" Lamps.

4009 **The London Metallurgical Company, Limited,** 80, *Turnmill Street, London, E.C.*
Nautical Instruments, Scientific Apparatus, Cables, and Ships' Fittings coated by new processes (the inventions of Sherard Cowper Coles) to prevent tarnishing and corroding.

4010 **Le Grand & Sutcliffe,** 100, *Bunhill Row, London, E.C.*
Patent Tubular and Dwarf Piles for Lighthouses, &c. Artesian and Trial Boring Tools. Norton's Patent Abyssinian Tube Wells and Pumps.

4011 **Amberg File and Index Co.,** 27, *Little Britain, London.*
Amberg's Patent Self-Indexing Cabinet Letter Files.

4012 **Royal Naval School,** *Eltham, S.E.*
Various Photographs of School, Models of Ships, Two of Nelson's Letters, and other Articles, Plan of Old School at New Cross, &c.

4013 **Royal Naval Female School,** *St. Margaret's House, Twickenham. Office*—32, *Sackville Street, W.*
Model of the Building. Photographs of Building and Grounds. Drawings by Pupils.

4014 **Royal Alfred Aged Merchant Seamen's Institution,** 58, *Fenchurch Street, E.C.*
Model of an old East Indiaman, the "Owen Glendower" on launching ways, built by Messrs. R. and H. Green, of Blackwall.
Oil painting of "The Home," Belvedere, Kent, containing 100 Inmate Pensioners of the Royal Alfred Aged Merchant Seamen's Institution.

4015 **The Missions to Seamen Society,** 11, *Buckingham Street, Strand, W.C.*
A collection of Models, Pictures, &c., illustrative of the work of the Society.

4016 **"The Shipwrecked Fishermen & Mariners' Royal Benevolent Society,"** *Sailors' Home Chambers, Dock Street, London, E.*
Station Maps, Barometers, Gold and Silver Life-Saving Reward Medals, Station and Boat Flags, Statistical Tables and Publications, illustrating National Objects and Benevolent Operations of the Society.

4017 **Seamen's Hospital Society ("Dreadnought"),** *Greenwich.*
Pictures, Models, and other Exhibits of the work done for Sick and Disabled Sailors in the Hospitals and Dispensaries of this Maritime Charity.

4018 **Mission to Deep Sea Fishermen,** *Bridge House,* 181, *Queen Victoria Street, E.C.*
Nautical Stall for the sale of Mission publications.

4019 **Shand, Mason & Co.**, 75, *Upper Ground Street, Blackfriars, S.E.*
Patent Equilibrium Steam Fire Engine, for use on board ship: as supplied for H.M. Ships "Hercules" and "Sultan."
Improved Patent Vertical Steam Fire Engine, as supplied for use in H.M. Dockyards.
Light Portable Steam Pumping Engine, for supplying water to ships and for general pumping and fire purposes.
Improved Corridor Engine, for use in Deck Warehouses, &c.
London Brigade Hand Pump, as in use in chief Government Buildings.
Improved Full-way Hydrants, for use inside or outside buildings.
Special quality Copper Rivetted Leather Hose.
Special quality "Southwark" Brand Hand Woven Canvas Hose.
Special quality Canvas Hose, lined with Indiarubber, as supplied to the Admiralty, War Department, &c.
Hudson's Patent Instantaneous and Secure Fire Hose Couplings.
Model of Patent "Curricle" Fire Escape and Hose Cart, as supplied to the War Department.
Assortment of Electric and other Lamps and Equipments for Fire Extinguishing purposes.
NOTE.—Messrs. Shand, Mason & Co. have arranged with the Executive Committee that the whole of their Fire Engines and fire extinguishing apparatus shall be available for the extinction of fire, in the event of an outbreak occurring in the Exhibition buildings.

4020 **Price's Patent Candle Company, Limited,** *Belmont Works, Battersea, London, S.W.*
Specimens of Candle and other Lamps and Lanterns in use on board Ship, and of the various Candles used in connection therewith.

4021 **Agnes E. Weston,** *Sailors' Rest, Devonport.*
Seaman's Cabin (full size). Models of Sailors' Rest, Devonport. Models of Sailors' Rest, Outside. Models of Sailors' Rest, Interior of Dormitory. Model, or Drawings, of Industrial Workrooms for the Widows and Wives of Seamen or Marines. Specimens of Publications issued by the Sailors' Rest Publishing Office. Curios and Handiwork made by Seamen and Marines.

4022 **Willesden Paper and Canvas Works,** 72, *Watling Street, E.C.*
Life-Saving Apparatus, Life Belts, Covers, Sails, Awnings, &c., made of Willesden Rot Proof Canvas. Rot Proof Nets, Ropes, and Cordage.
Model Yacht fitted with Rot Proof Sails in Tank made of Willesden Paper.
Specimen Rolls of Willesden Canvas, Roofing, and Papers.

4023 **Burroughs, Wellcome & Co.,** *Snow Hill Buildings, London, E.C.*
Travellers Medicine Chests and Pocket Cases, and other Medical Specialities and Appliances, fitted with Compressed Drugs.

4024 **The Marine Society ("Warspite" Training Ship),** *Temporary Address—St. Mary's Chambers, St. Mary Axe.*
Cabinet presented to the Marine Society by Jonas Hanway (its founder, 1756), in memory of his brother, Captain Thomas Hanway, R.N.
Painting of the "Warspite" Training Ship of the Marine Society, &c.

4024A **St. Andrew's Waterside Church Mission,** 65, *Fenchurch Street.*
Ships' Libraries, Literature, Collecting Boxes and Cards, Pictures, Photographs, &c.

4025 **Messer & Thorpe,** 8, *Quality Court, Chancery Lane, W.C.*
The Patent Bucket Fire Extinguisher.

4026 **B. Hembry & Co.,** 16, *Newgate Street, London, E.C.*
Feroleum (Hembry's Patent), Damp-proof Floor Covering.
Feroleum (Hembry's Patent) for Advertising Tablets, &c.
Hembry's Patent Rubber Stair Clips for Saloon and Cabin Stairs.
New Noiseless and Elastic Cork Floorcloth, ½-inch and 1 inch thick, for Gunpowder Magazines, &c.
Press for Printing a New and Historical Naval Design on Mats made of Feroleum or Cork Floorcloth.

4027 **E. Wilson,** 50, *High Street, Macclesfield.*
Pensioners from the Royal Navy at work manufacturing Man o' War's Man's Plug Tobacco.

4028 **The Army and Navy Co-operative Society, Limited,** 105, *Victoria Street, Westminster, S.W.*
Preserved Provisions, Ships' Lamps, Medicine Chests, Chronometers, Revolvers, Guns, Belts, Holsters and Pouches, Naval Uniforms, Accoutrements, Bedding, Cork Clothing, Barometers, Sextants, Logs and Marine Instruments, Portable Drawers, Portable Baths complete, Midshipmen's Chests, Canteens.

4029 **Alfred Jeffery & Co.,** *Marsh Gate, Stratford, E.*
Models of application of Marine Glue for Naval purposes.

4030 **Peek, Frean & Co.,** *Drummond Road, S.E.*
Biscuit Powder (as used by the Admiralty).
Biscuits and Cakes, and patent methods of packing them for long voyages in tins closed with an inner soldered lid, which can be opened without the use of a knife.

4031 **J. Russell & Sons,** 17, *Baker Street, Portman Square.*
Platinotype Photographs of Officers of the Royal Navy.

4032 **Symonds & Co.,** 39, *High Street, Portsmouth.*
Photographs of Ships of the British Navy, and Yachting Scenes.

4033 ## THE PHOTOGRAPHIC EXHIBIT.

Naval amateurs have so many advantages over the professional photographer in this class of work, that it was thought that if the carrying out of this exhibit was left in the hands of Naval men an interesting show of pictures could be placed before the public.

The whole of the Photographic work shown is, in some way or other, connected with the Navy, and is the work of amateur photographers in the Royal Navy. Many interesting pictures are presented of drills, explosions, manœuvres, life on board ship, ships of the Navy at sea and in harbour, yachts well known at Portsmouth and Plymouth, torpedo boats, &c.

Large-size works, in which the Naval Officers have, in some instances, been assisted by professionals, are shown, as also views of the interior of the Exhibition, and of the different details before the public

4033—*continued.*

within the grounds. Duplicates of any of these pictures may be ordered at the Stall, and books of 12 pictures typical of the life of a Bluejacket, and other naval subjects, may also be purchased.

The whole of the proceeds of this exhibit will go towards the Funds of the Exhibition.

4034 **Anderson, Anderson & Anderson,** 37, *Queen Victoria Street, London, E.C.*

(i.) The Navy Regulation Waterproofs.
(ii.) Superior Gold Medal Oilskin Clothing (Coats, Jackets, Trousers, Leggings, Sou-Westers, &c.).
(iii.) The "Quarterdeck" Pure Rubber Water Boots.
(iv.) Waterproof Clothing and Boots for sea and land use.

4034A **C. E. Gittins, Limited,** *St. George's House, Eastcheap, E.C.*

Filters for ship, yacht, and household use.

4035 **Liverpool Training School of Cookery (Liverpool Technical College for Women),** *Colquitt Street.*

Certificates issued by the School to Sailors after a course of lessons in cookery. The first of the kind ever issued.

4036 **C. Prevet & Co.,** 134, *Fenchurch Street, London, E.C.*

Dried and Compressed Vegetables, Condensed Vegetable Soups, Emergency Field Ration, and "Bivouac" Tins, for Field and Boat Service.

4037 **John Henderson & Co.,** 1, *Bury Court, St. Mary Axe, London, E.C.*

Food of Sailors on shipboard, comprising—Salt Beef, Salt Pork, Biscuit, Flour, Butter, Preserved Meats, Soup and Bouilli, Split Peas, Rice, Pearl Barley, Oatmeal, Tea, Coffee, Sugars, Raisins, Vinegar, Lime Juice, Marmalade, Pickles, Medical comforts, &c.

Food of Officers and Passengers, comprising—Preserved Meats, Poultry, Game, Fish, Vegetables, Fruit, &c.

4038 **Frederick King & Co., Limited,** 3, 4, 5, & 6, *Camomile Street, London, E.C.*

Preserved Potato (as used in the Navy, and in Climates where Potatoes cannot be grown), and Dessiccated Soups (Beef and Vegetables, and Vegetables only) for use on board Ship, &c.

4039 **Maignen's Filtre Rapide & Anticalcaire Co., Limited,** 43, *Commercial Street, London, E.*

Maignen's Patent Filtres Rapides. Maignen's Patent Anticalcaire.

4040 **Silicated Carbon Filter Co.,** *Church Road, Battersea, S.W.*

Silicated Carbon Main Supply Filters for Ship's Tanks. Constant Supply Filters for Steward's Pantries. Wickered Filters for Ship's Cabins. Silicated Carbon Emigrants' and Travellers' Pocket Filters.

4041 **The Morris Tube, Ammunition, and Safety Range Company, Limited,** 11, *Haymarket, London, S.W.*

Morris Patent Circulating Filters, in Iron and Earthenware.
Morris Self-filling arrangement for Tank Filters.

4042 **T. Bowater Vernon,** *Wallington, Surrey.*
The "Ceres" Automatic Letter and Card Files and their appliances. A new and simple method of keeping Letters, Cards, and documents of every description.

4043 **Holt Brothers,** *Eve Hill Works, Dudley, Staffordshire.*
Turn up or Folding Ship's Berth. For first class passenger steamers, Yachts, &c., &c.

4043A **Sinclair & Co.,** 13, *North Buildings, Eldon Street, London, E.C.*
The "Comet" Industrial Lamp, in four sizes. Suitable for Ship Builders and Life Boat use.
The "Monarch" Chemical Self Acting Fire Engines, in three sizes.
Tyndall's Smoke Respirator, for breathing in dense and pungent smoke. For ships' use.

4044 **Salmon, Ody & Co.,** 292, *Strand, London, W.C.*
Surgical Instruments and Appliances.

4045 **Bishop Corfe's Mission to Corea,** Rev. J. B. Harbord, Chairman; (C. E. Baxter, Esq., Hon. Secretary), 150, *Burnt Ash Hill, Lee, S.E.*
Photographs, magazines, and articles illustrating the country and people of Corea, and the work of the Mission.

4046 **Royal Naval Scripture Readers' Society,** 4, *Trafalgar Square, W.C.*
Papers and Pamphlets illustrative of the work of the Society.

4047 **The Shannon File Co., Limited,** 2 & 3, *Ropemaker St., London, E.C.*
The Shannon Filing System of Filing Documents and other labor-saving devices as applied to clerical work.

4047A **Griffin & Co.,** *Portsmouth.* Naval Books.

4048 **Adolf A. Stempel,** 75, *Albany Street, Regent's Park, N.W.*
Gymnastic Apparatus (Stempel's portable and adjustable system).

4049 **Frank Bryan,** 38, *Charterhouse Square, London, E.C.*
Fencing Jackets, Pads, Helmets, Foils, Cutlasses, Boxing Gloves, and other Gymnastic Apparatus.

4050 **George Spencer,** 52, *Goswell Road, and* 2, *Old Street, London.*
Gymnastic Appliances, as supplied to the Admiralty, &c.

4051 **Merryweather & Sons,** *Greenwich Road, S.E., and* 63, *Long Acre, London, W.C.*
(i.) One powerful Admiralty pattern Double Cylinder Portable "Greenwich" Steam Fire Engine.
(ii.) One powerful Admiralty pattern Double Cylinder Stationary "Greenwich" Steam Fire Pump.
(iii.) Portable "Valiant" Steam Pumping Engine.
(iv.) One Fixed "Valiant" or "Natal" Pump on pedestal.
(v.) Three Electric Lamps.
(vi.) Numerous "Fire Stations," each consisting of a "London Brigade" Hand Pump, with set of Fire Buckets and fittings complete.
(vii.) Fire Hose for Hydrants, with branch-pipes and necessary adjuncts.
NOTE.—Messrs. Merryweather & Sons have arranged with the Executive Committee that the whole of their Fire Engines and fire extinguishing apparatus shall be available for the extinction of fire, in the event of an outbreak occurring in the Exhibition buildings.

4052 **Rev. James Hibbert Wanklyn,** *Religious Instructor of the Burlington School, London, W.*
Cabinet containing choice pieces of sacred verse, in manuscript, illustrating severally in parallel columns every Bible Lesson appointed by the Tables to be read throughout the year. For publication.

END OF THE MISCELLANEOUS SECTION.

On ascending the stairs at the end of the **HOWE GALLERY**, the

COOK GALLERY

is reached, and here the Exhibits of the

NAVIGATION SECTION

are chiefly quartered.

NAVIGATION EXHIBITS.

THE name of **Cook** is associated with this gallery in memory of the greatest of English Navigators, Captain James Cook, F.R.S.

The exhibits in this Section are arranged in the following Sub-Divisions :—

(*a*) Arctic,
(*b*) Signals,
(*c*) Lights, Buoys and Beacons,
(*d*) Marine Meteorology,
(*e*) Hydrography,
(*f*) Compasses,
(*g*) Navigating instruments,

these Sub-Divisions being named in the order in which they occur to a visitor passing from the main entrance to the left.

(*a*) **The Arctic Sub-Division** (in the Franklin Gallery) displays the appliances which have been employed in Arctic Navigation, many of them having been actually in use in those regions.

Many interesting relics illustrative of the history of Arctic research are shown in this Sub-Division, and especial attention should be given to the touching and unique remains of the Franklin Expedition. Conspicuous here also are many portraits of renowned Arctic Explorers, as well as the most authoritative paintings and drawings illustrative of the polar regions.

(*b*) **The Signals Sub-Division** is not large, as the apparatus employed in carrying on the Art is generally simple and not subject to great change. On the left is shown a series of lights and fog-signal apparatus, which illustrates the progress which has been made in what may be called Anti-Collision Signalling, for nearly the whole of this group is indicative of the growth of forty years' invention in this direction.

From the earliest times until about 1848, the practice was, when two ships were approaching each other at night, and one apprehended danger, that she should show two white lights in lanterns one over the other on her port (or left) side, or a single white light on her starboard (or right) side, according to the direction in which the dangerous ship was seen. When steamers began to increase, they carried a white light at the masthead to distinguish them from sailing vessels; and about 1848 they began to carry permanently the white light at the masthead, with a red light on the left side and a green light on the right side. Later, special instruments, such as steam whistles and fog horns, came into use for denoting the presence of ships to one another during fogs. The whole of this group exhibits the developments of the original idea, and the beauty and elaboration of the latest arrangements for large ships is very noteworthy.

In signalling proper, that is, the communication of intelligence from ship to ship at sea, progress is best illustrated by the group of Signal Books from the time of Charles II. onwards.

From the first, signals were made in the day-time by means of colored flags; at night (a few signals only) by groups of white lights in different forms, and in fogs, not at all. Signalling by colored flags really reached its highest development at the hands of Sir Home Pophan in 1816.

The Semaphore, which is now largely used in day-time instead of flags, was in existence for perhaps half a century before being adopted in the Service afloat. Mr. Redl, an Austrian gentleman, was the first to conceive, forty years ago, the idea of a signal system which might be nearly uniform in daylight, by night, and in fog. This is represented by our present flashing system.

(*c*) **The Lights, Buoys and Beacons Sub-Division** is headed by the great light-house in the grounds, which is nearly 170 ft. high, and in conjunction with which is used Messrs. Chance's beautiful lenticular apparatus, developing the light produced by an electric current of 500 ampères and 60 volts, and sending out a light equal to 5,000,000 candles, the most powerful light in the world. In comparison with this marvellous development is shown the original Crescett light, which in the early days of navigation warned the navigator of his approach to St. Agnes in the Scilly Islands. The great gas and bell buoy, which is also exhibited in the grounds, is another development, enabling the navigator to thread his way through intricate channels at night and in fog.

Models of all the existing appliances for lighting and buoying channels, marking dangers, &c., are shown, as also a large chart illustrating the system of buoying channels. In this particular, also, the Exhibition is indebted to the kindness and exertions of the Elder Brethren of the Trinity House, assisted by the Commissioners of Northern Lights, for the interesting display, in this Section, of models of lighthouses, &c., from that of the first Eddystone down to the present day.

(*d*) **In the Marine Meteorology Sub-Division** the main points of the Science are fully illustrated, chiefly by Charts exhibiting the movements of air and water in different parts of the world. There are also Charts displaying the varying atmospheric pressure and the temperatures at the sea surface. The actual monthly current Charts are entirely novel, none such having been before attempted. The air movements affecting as they do the water currents are beautifully exemplified in Mr. Clayden's moving models. There is also an exhibit of a certain number of the instruments which are used in determining the data.

(*e*) **The Hydrographical Sub-Division** embraces a series of Charts from the earliest extant to one of the present day in process of preparation by the engraver. Here also are shown specimens illustrating the gradual development of the Chronometer to its present level of remarkable perfection (by these instruments the exact longitudinal position of points on the earth's surface is

fixed), and a complete collection of the various instruments used in surveying ; while it is interesting to note that the series of Sailing Directions exhibited represent the result of generations of study in the Science of Hydrography.

(*f*) The History of **Compasses** is in like manner made visible in the Sub-Division devoted thereto, by specimens of the oldest obtainable, down to the latest improvements of the day.

(*g*) Similarly in this Sub-Division the history of observation for the purposes of Navigation is made plain in the long series of **Instruments used in Navigation**, and in the series of books which are here exhibited, in which the mysteries of the art are traced down to the very latest treatise published this year.

(*b*) SUB-DIVISION—SIGNALS.

Including Flags and Signals generally, Lights and Signals for preventing Collisions.

4060 **Messrs. W. Nunn & Co.,** *London Street, London, E.C.*
Bow, Masthead, and Anchor Lanterns, and Mouth Foghorn, as used in the Royal Navy in 1860.
Bow, Masthead, and Anchor Lanterns, and Bellows Foghorn, as used in the Royal Navy in 1870.
Flashing Night Signal Apparatus, as first used officially in the Royal Navy in 1863 ; and "Drum" and "Shutter" Signals for use in the daytime.

4061 **Bow, Masthead, and Anchor Lanterns** for Ships, of the patterns in use at present in the Royal Navy.

4062 **Bow, Masthead, and Anchor Lanterns** for Torpedo Boats, as used in the Royal Navy.

4063 **Not under control Lantern,** as used in the Royal Navy.

4064 **Combined Lantern,** Red and Green, used in boats in the Royal Navy.

4065 **Signal Lanterns** for Flashing Signals at present used in the Royal Navy.

4066 **Signal Lantern,** with Coloured Shades, for use in Torpedo Boats.

4967 **Signal Flags and Pendants.**
Lent by the Lords Commissioners of the Admiralty.

4068 **Messrs. W. Nunn & Co.,** *London Street, London, E.C.*
Bow, Masthead, Anchor, and Not under Control Lanterns, and Foghorns, as supplied to the Mercantile Marine :—
A Set (4) of Bow, Masthead, and Anchor Lanterns.
A Set (3) of Not under Control Lanterns.
A Tricolour Flash Stern Lantern.
A Set (3) of Not under Control Balls for use by day.
Four Foghorns — Small Corrugated, Large Pump, Aurora, and Norwegian.

4069 **Messrs. W. Harvie & Co.,** *Broomielaw, Glasgow.*
Bow, Masthead, and Anchor Lanterns, as supplied to the Mercantile Marine :—
A Set (4) of Bow, Masthead, and Anchor Lanterns, No. 1 size.
A Set (4) of Bow, Masthead, and Anchor Lanterns, No. 2 size.
A Set (2) of Bow Lanterns of largest size for Ship's Tower, hung on Gimbals.

4070 **Messrs. Ridsdale & Co.**, *Minories, London.*
Bow, Masthead, Anchor, and Not under Control Lanterns, as supplied to the Mercantile Marine :—
A Set (4) of Bow, Masthead, and Anchor Lanterns, No. 1 size.
A Set (4) of Bow, Masthead, and Anchor Lanterns, No. 2 size.

4071 **Messrs. Chance Bros. & Co.**, *Lighthouse Works, Birmingham.*
Bow, Masthead, Anchor, and Stern (or Overtaken) Lanterns, as supplied to the Mercantile Marine :—
A Set (4) of Bow, Masthead, and Anchor Lanterns, in Lantern Mountings.
A Set (2) of Turrets, displaying side lights of high power.
A Stern (or Overtaken) Lantern.

4072 **Messrs. Wolff & Co.**, *Southampton.*
Flags of the Royal Yacht Clubs.
NOTE.—Messrs. Wolff have also kindly furnished the Flags of Foreign Countries with the names of the great Navigators emblazoned thereon, which adorn this Gallery.

4073 **Clips** for Signal Flags.
Lent by Lieutenant E. F. Inglefield, R.N., H.M.S. "Melita."

SIGNAL BOOKS.

4074 **Signal Book** of James, Duke of York. About 1665.
This is a copy of the Signal Book by means of which most of our sea fights with the Dutch were conducted.
Lent by the Royal United Service Institution.

4075 **Signal Book,** early in the 18th century.

4076 **MS. Signal Book** of William and Mary, with descriptions of Anglo-Dutch Battles annotated by same Authority.
Lent by the Lords Commissioners of the Admiralty.

4077 **Extracts** from the Official Signal Book. By Jonathan Greenwood. 1714. *Lent by William Lee, Esq.*

4078 **Kempenfeldt's Signal Book.**
Said to be the first improved Code of Signals in the British Navy, compiled by Rear-Admiral Kempenfeldt about 1781.
Lent by the Royal United Service Institution.

4079 **Letters of Marque & Signals,** 1795-96.
Lent by Wm. Walton, Esq., Taunton.

4080 **Signal Book** No. 3. End of 18th century.
Lent by the Lords Commissioners of the Admiralty.

4081 **Day Signal Book** of 1799.
This is a copy of the Signal Book by means of which the battle of Trafalgar was fought.

4082 **Night Signal Book** of 1799.

4083 **Captain Sir Home Popham's "Telegraphic Signals and Marine Vocabulary," 1803.**
This is the earliest arrangement by means of which ordinary messages could be sent from ship to ship in the day time. It was from an edition of this book that Nelson's celebrated signal was made. Henceforth, until 1887, there were in the Navy three signal books—(*a*) The General Signal Book for daylight, (*b*) The Telegraphic or Vocabulary

4083—*continued.*

Signal Book, also for daylight; and (*c*) The Night and Fog Signal Book.

4084 **Sir Home Popham's General and Telegraphic Signal Books, 1816.**

These books remained practically unaltered till 1868, being merely revised from time to time. *Lent by the Royal United Service Institution.*

4085 **Signal Book** of 1827.

Lent by the Lords Commissioners of the Admiralty.

4086 **Signalman's Instruction Box.**

Lent by Lieut. Tuffnel, R.N. (Flag), H.M.S. Triumph, Queenstown.

4088 **Salter, Hunt & Co.,** 62, King William Street, London, E.C.

"The Crowley" Marine Signalling Apparatus and Code. Designed with the object of supplying an improved system of signalling for day or night signals.

4089 **Captain Marryatt's** (The Novelist) **Code of Signals in the Mercantile Marine, 1832.**

This Code lasted till 1866, when it was gradually suspended by the "Commercial," now the International "Code of Signals."

Lent by the Royal United Service Institution.

4090 **The Commercial Code of Signals,** 1866.

Lent by Rear-Admiral Colomb.

4096 **S. W. Wolff & Co.,** 75 & 76, *High Street, Southampton.*

Naval, National, and Yacht Flags. Patent Pocket Signal Bag, containing International Code of Signals. Signal Book, coloured representations of Signals and Instructions for Signalling at Sea.

4097 **Benjamin Edgington, Limited,** 2, *Duke Street, London Bridge, London, S. E.*

Flags of the Royal Navy and Merchant Service.
International Code of Signals (Flags).
Foreign National Ensigns.
Colonial Flags and Badges.
Yacht Flags.

4098 **Holmes' Marine Life Protection Association,** 8, *Great Winchester Street, London, E.C.*

Holmes' Lights, Inextinguishable in Water. Life Buoy Rescue Lights. Deck Distress Flares, and Torpedo Indicating Lights (dummies).

Foghorns: Mechanical Blast Compound Reed, "Aurora," "Vicar of Bray," and "Little Squeaker."

Manwell's "Ready Life Saver," for Punching and Discharging a Holmes' Light with Life Buoy attached.

Sea Anchors and Oil Distributors: Lacey's Patent combined and separate; and Lacey's "Johnnie Dory" Oil Bag.

Life Line. Schermuly's Non-fouling Life Reel.

4099 **James Pain & Sons,** 9, *St. Mary Axe, London, E.C. Works, Mitcham, Surrey, and New York, U.S.A.*

Marine Night Signals (Pyrotechnic), Rocket, Life Saving Apparatus, Fog Signal Rockets, Sound Signals, Search Light Rockets, Pilot Signals, Special Code Signals, Trawlers' Red Flares (Pain's Patent), Meteor Rockets for Fishing Fleets, Life Buoy Lights, Deck Flares, Marine Roman Candles, Copper Friction Tubes, Pain's Patent Distress Signals, and Friction Blue Lights.

4100 **T. Andreasen,** 27*a*, *George Street, Docks, Cardiff.*
Two Ships' Side Lights mounted in round cases and supported on Gimbals and attached to the light screen. One Masthead Lamp. One Anchor Lamp.

4101 **Wm. Harvie & Co.,** 222, *Broomielaw, Glasgow.*
Lamps and Lanterns for Navy and Mercantile Marine respectively.
Engine Dynamo and Electric Fittings for Mercantile Marine.

4102 **Holmes' Lights Company, Limited,** 18, *Adam Street, Adelphi, Strand, London.*
Specimens of Holmes' Lights, showing those first introduced in 1869, and the Company's Improved Flag Brand Life Buoy Rescue Light, which burns about Two Hours.
Torpedo Finders as used by the Government, and invented by Mr. Joseph R. Holmes in 1876.
The "Beresford Detacher," an apparatus that when fixed on the stern quarter or bridge is under immediate control of the officer on duty, so that in the event of a man falling over-board, the officer simply pulls a handle which automatically perforates a Flag Brand Inextinguishable Light and disengages a life buoy at the same time.
The "Victory" Life Boat Equipment. A complete combination of all necessary gear under new Board of Trade Regulations.

4103 **Joseph Wells,** *Riverdale Works, Earlsfield, London, S.W., and* 9, *St. George's Road, Southwark, London, S.E.*
Dummy Samples of Signal Rockets, Distress Signals, Ships' Lights, Flares, Trawlers' Lights, and General Pyrotechnics.

4104 **Captain A. J. Loftus, S.R.N., F.R.G.S.,** *Siamese Legation, S.W.*
Patent Glycerine Side Lamps for Ships.

(*c*) SUB-DIVISION.—BUOYS AND BEACONS.

Lent by the Corporation of Trinity House, London.

4106 **Model of the First Eddystone Lighthouse.** First proposed to the Trinity House by Mr. Walter Whitfield in 1691, and built at his expense in 1694, in consideration of certain dues granted under patent from the Crown. Mr. Henry Winstanley, of Littlebury in Essex, designed and carried out the work, from which a light was first exhibited in October, 1698. In the following year he strengthened the tower and raised it 40 feet, or to a total height of 120 feet. The finished structure is shown in the model, and was continued "with great reputation" until the great storm of 26th November, 1703, during which it was destroyed, and the brave and devoted constructor, who happened to be there at the time, with workmen and keepers, perished.

"Many fair tombs in the glorious glooms
At Westminster they show;
The brave and the great lie there in state—
Winstanley lieth low." (*Jean Ingelow.*)

4107 **The Second Eddystone Lighthouse.** The Winstanley Lighthouse having been destroyed by a great storm in 1703, the structure shown in the model was designed and completed by Mr. John Rudyerd, a silk mercer of Ludgate Hill, aided by two experienced shipwrights, Messrs. Smith and Norcott, from Woolwich dockyard. The tower was of wood, built around a core of solid moorstone (granite) in the base. Its greatest diameter was about 24 feet, and the whole height from the

Lent by the Corporation of Trinity House—continued.

lowest side of the top of the ball was 92 feet. The light consisted of 24 candles, of which five weighed 2 lbs., and was first kindled 28th July, 1708. The Lighthouse was accidentally destroyed by fire in 1755, when the keepers were rescued by boats from the shore, narrowly escaping with their lives.

4108 **The Third Eddystone Lighthouse.** After the burning of Rudyerd's wooden tower in 1755, on the recommendation of the Royal Society, the lessees placed the work of reconstruction in the hands of Mr. John Smeaton, a member of that Society, distinguished by his inventions in mechanical improvements. He determined to build the tower entirely of stone, each block dovetailed into its neighbours, so as to make the tower practically solid. Work was commenced at the rock on 5th August, 1756; the first stone laid June 12th, 1757, the last on 24th August, 1759, and the light exhibited by candles as before on 16th October, 1759. Candles were superseded by oil lamps and reflectors in 1810, and a lenticular apparatus adopted, 1845.

4109 **The Fourth Eddystone Lighthouse.** The portion of the gneiss rock on which Smeaton's tower rested having been seriously shaken by the sea, the Trinity House found it necessary to build another tower on a portion of the rock eastward of the existing light. The new tower was built, from the design and under the superintendence of Sir James Douglass, F.R.S., by Mr. Thomas Edmond and Mr. W. T. Douglass, resident engineers. First stone laid on August 19th, 1879, and the last on 1st June, 1881, both by His Royal Highness the Duke of Edinburgh. The base is 44 feet in diameter; the light, which is lenticular in bi-form, is 331 feet above high-water spring tides.

4110 **Ancient Pharos.** The tower here represented is now standing within the Castle Yard at Dover, and is mentioned by many early writers, Somner, Leland, Camden, &c., as the remains of a Roman Pharos. It fell into ruin in the early part of the 18th century, but was recently restored by the Royal Engineers. The model was presented to the Trinity House by General Collinson, R.E.

4111 **Smalls Rock Lighthouses. First and Second.** The old light was exhibited from a wooden structure built in 1778 by Mr. Henry Whiteside, which was removed in 1861 when the new light was built of granite, from the design and under the superintendence of James Walker, Esq., F.R.S., by Mr. (now Sir) James N. Douglass, F.R.S.

THE Australian Irrigation Colonies (Chaffey Brothers) offer a pleasant occupation, a healthy life, a cheerful home, a soil of unequalled fertility—producing by irrigation results unparalleled in the annals of Horticulture—comfort, civilization, and material prosperity combined. They consist of half-a-million acres, in the sunny and salubrious climate of Victoria, and South Australia, on the great River Murray, which affords an abundant supply of fertilizing water for the Irrigation of Vineyards and Fruit Farms, and for the production, in assured quantity and excellence, of Grapes, Oranges, Lemons, Olives, Apricots, Figs, and other Fruits (already so successfully grown in Australia), by Cultivators with large and small Capital, holding from Ten to Eighty Acres and upwards. The Wines and Fruits of Australia are now in extensive demand in British and Colonial Markets, and there is a practically unlimited field for such production under most profitable conditions to the Settlers. Pamphlet Free. Address the Chief Commissioner, Mr. J. E. Matthew Vincent, 35, Queen Victoria Street, E.C., from whom all information, &c., may be obtained, also an illustrated folio descriptive work, price 2s. 6d.—*Advt.*

Lent by the Corporation of Trinity House—continued.

4112 **Trinity House Douglass Burners.** A set of progressive sizes, from two to ten wicks for vegetable or mineral oil, and one of ten rings for gas.

4113 **Nore and Dudgeon Light Ships, 1731, 1736.** This model represents the first Light Ships moored on the English coast for the guidance of Mariners; two were fitted out by Mr. Robert Hamblin and Mr. David Avery, one placed to mark the Nore Sand, River Thames, and one off the Dudgeon Shoal, Norfolk.

4114 **Goodwin Light Ship, 1795.**

4115 **Parabolic Reflector for Lighthouses or Light Vessels.** The Reflector is made of copper, of 21 inches aperture, upon the principle first applied by Captain Sir Joseph Huddart, F.R.S., an Elder Brother of the Trinity House; it is silvered on the inside, and burnished. For a shore light it is fixed on a framework, but in light vessels it is hung upon gimbals.

4116 **Maplin Pile Lighthouse.** Built in 1838, on iron screw piles on the north side of the Thames Estuary, under the direction of James Walker, Esq., F.R.S., then Engineer-in-Chief to the Trinity House.

The Light is 36 feet above high water. The piles are all screwed 14 feet into the sand by Mitchell's patent screw, four feet diameter. The separate model represents the lower portion of the pile.

4117 **Plano-Convex Lens.** Used in Portland Lighthouses, Dorsetshire, in the year 1789.

4118 **Facet Reflector.** Specimen of a Reflector of 21 inches aperture, and Lamp, used first at Liverpool under the direction of Mr. Thomas Hutchinson, in 1763, and afterwards at Lowestoft and other lighthouses.

4119 **Model of Bishop Rock Lighthouse, 1858—1881.** Built in place of an uncompleted iron structure from designs by James Walker, Esq., F.R.S., by Mr. Nicholas Douglass, assisted by Mr. (now Sir) J. N. Douglass, F.R.S., completed in 1858. The light was 110 feet above high water.

4120 **Bishop Rock Present Lighthouse.** In consequence of injuries sustained through excessive strains, the Trinity House found it necessary to encase the tower then existing with granite masonry, and increase the height of the light by 20 ft., which was successfully carried out by Mr. W. T. Douglass, under the supervision of Sir James N. Douglass, F.R.S., and finished in 1889.

4121 **Model of St. Catherine's Lighthouse.** Originally established in 1780, reduced in height as a precaution against landslip in 1840, and furnished with an electric light in 1888. It is believed to be the most powerful electric light in the world.

4121A **Model of the Needles Lighthouse.** The Light which had been exhibited since 1780 from a Tower on the Isle of Wight was frequently obscured by Fog. It was therefore transferred in 1858 to the present structure built on the rock itself. This Tower was designed by Mr. James Walker, F.R.S., and was carried out under the superintendence of Mr. Thomas Ormiston, M.Inst.C.E. The works were frequently inspected during progress by H.R.H. The Prince Consort, then Master of the Corporation of Trinity House.

Lent by the Corporation of Trinity House—continued.

4121B **Model of the Hanois Lighthouse.** Built in 1862 on a rock lying off the West End of Guernsey. A granite structure designed by Mr. James Walker, F.R.S., and erected under the superintendence of Mr. William Douglass, M.I.C.E. The optical apparatus is dioptric of the First Order, revolving, having a six wick Douglass Lamp in focus. The Tower from base to vane is 117 feet in height.

4121C **Model of the Little Basses Lighthouse.** Built on the Little Basses Rock, S. E. coast of Ceylon, in 1876. The work was entrusted to the Corporation of Trinity House upon the completion of that on the Great Basses. It was designed by Sir James N. Douglass, their Engineer-in-Chief, and carried out under the superintendence of Mr. W. Douglass, M.I.C.E.

4122 **Siren Fog Signal.** The Siren, used in conjunction with a trumpet, was introduced as a Fog Signal in the United States, and adopted in England about the year 1874. In its present improved form the rotary action is automatic.

4124 **Small Lens for Gas Buoys.**

4125 **Douglass Fluted Craterless Carbons for Electric Lights.** Specimen of those used at St. Catherine's Lighthouse, Isle of Wight. Devised by Sir James N. Douglass, F.R.S., for preventing the formation of a crater, and holding the arc centrally at the points of the carbons.

Smaller carbons of various sizes from their earliest introduction.

4125A **Electric Light Carbons.** Specimen of Carbons—the small size used at Dungeness in 1862, and the large at St. Catherine's, 1889.

4125B **Gas Burner, Douglass Six Ring.** Designed by Sir James N. Douglass, F.R.S., with the object of obtaining the maximum of intensity within the smallest practicable focal area. The intensity of the flame is 825 candle units, its consumption of gas 101·2 feet per hour.

4126 **Smeaton's Eddystone Candle.** The light as first arranged was given by 24 candles ("whereof five weighed two pounds"), arranged on a chandelier in two rows or rings, one above another.

4127 **Panel of a First Order Lenticular Apparatus.** Made by Messrs. Cookson, of Newcastle, and placed in the Start Lighthouse in 1836.

4127A **Refracting Lenticular Panel.** One of the Panels used in the experiments on Lighthouse Illuminants and called in the report the "Eddystone Lens." Subtending a larger vertical angle than had before been attempted, in order to avoid the loss occasioned by the suppression of upper and lower prisms. The focal length is 920 mm. and subtends an angle of 60° horizontally, so that six panels would complete the circle. Its superficial dimensions are $75\frac{1}{2}$ inches by $40\frac{1}{2}$ inches.

4128 **Dungeness Lens Electric Light.** When the Electric Light was first exhibited permanently at Dungeness in 1862, after experimental exhibition at South Foreland in 1858, this Electric Lamp and special lens were used in duplicate, one set above the other, under the direction of Professor Holmes and Professor Faraday, F.R.S.

Lent by the Corporation of Trinity House—continued.

4129 **Smeaton's Clock.** "This Timepiece, by a simple contrivance, being made to strike a single blow every half hour, would thereby warn the keepers to snuff the candles."—(Smeaton's Eddystone.)

4130 **Models of Light Vessels.** The latest type of Light Ship used in the Trinity House service. The length of the vessel is 103 feet, breadth 23 ft. 6 ins., and depth 12 ft. 10 ins., displacement about 250 tons.

4130A Another model of a Light Ship in use until lately in the Trinity service, similar to the above, but of an older type, and stationed at the "Goodwin."

4130B **Model of a Light Ship.** Built in 1883. Tonnage, 183·35. Length, 103 feet; depth, 10·3; and breadth, 21·3. Moored in 39 fathoms on the Seven Stones, a reef of rocks to the northward of the Scilly Islands. The light is group flashing, three flashes in quick succession at intervals of one minute. The Fog Signal is a Siren giving three blasts in quick succession, low—high—low, every two minutes.

4130C **"Warden" Steam Tender.** Built in 1884. Gross Tonnage, 245·95. Length between perpendiculars, 135 feet; breadth, 22 feet; depth moulded, 11·6 feet. Bi-compound Engines. Twin screws. Indicated H.P., 376·3. Speed, 10·1 knots. Stationed at Ramsgate for attendance on 6 Light Vessels, 27 Buoys, and 5 Lighthouses situate between the North Foreland and Beachy Head.

4130D **"Satellite" Steam Tender.** Built in 1886. Gross Tonnage, 242·39. Length between perpendiculars, 141·2 feet; breadth, 22·1 feet; depth moulded, 11·45 feet. Tri-compound Engines. Twin screws. Indicated H.P., 478·36. Speed, 10·928 knots. Stationed at Harwich for attendance on 8 Light Vessels, 47 Buoys, and 7 Lighthouses situate chiefly between Aldborough and the Gunfleet Light.

4131 **Models of Buoys.** Types of Buoys now in use in the Trinity House service. The different forms and mountings accord with the decisions of the Buoyage Conference, held at the Trinity House, in 1882-3, under the Presidency of His Royal Highness the Duke of Edinburgh.

4132 **Lighthouse and Buoyage Diagrams.** River Thames, approaches, showing buoyage. River Mersey, approaches, showing buoyage. Smeaton's Eddystone, section and plans. Douglass' Eddystone, section and plans. Bishop Rock Lighthouse, section and plans. New Bishop Rock Lighthouse, section and plans. Wolf Rock Lighthouse, elevation and section. Little Basses Lighthouse, section. Little Basses, plan of land and arrangements. St. Catherine's Electric Light, section. St. Catherine's Electric Light, plan. Dimensions of Lamp Flames, 2 wick to 10 wick.

Lent by the Commissioners of Northern Lighthouses.

4133 **Bell Rock Lighthouse.** Situated on a reef of rocks in the North Sea, 12 miles from Arbroath, the nearest land, and covered by 16 feet of water at high water of spring tides. Designed and executed by Robert Stevenson, F.R.S.E., F.G.S., M. Inst. C.E., and Engineer to the Commissioners of Northern Lighthouses. Height of masonry 100 feet, diameter at base 42 feet. Commenced 1807, finished 1811. Now the oldest Rock Lighthouse Tower in Great Britain.

Lent by the Commissioners of Northern Lighthouses—continued.

4134 **Skerryvore Lighthouse.** Situated on a reef of rocks on the west of Scotland, exposed to the force of the Atlantic Ocean, and 10 miles from Tyree, the nearest inhabited island. Designed and executed by Alan Stevenson, L.L.B., F.R.S.E., M.Inst.C.E., and Engineer to the Commissioners of Northern Lighthouses. Height of masonry 141 feet, diameter at base 42 feet. Commenced 1838, finished 1844.

4135 **North Unst Lighthouse.** Situated on the Rock Muckle Flugga (the most northern point of Her Majesty's Dominions), Shetland. It is built on an outlying rock of a conical form called a "Stack," rising to the height of 200 feet above high water, to which height the sea has been known to rise with such force as to knock down the boundary walls and break the doors open. Its northern face is nearly perpendicular, and exposed to the full fetch of the Northern Ocean; the southern face is a steep rocky slope, which, previous to the cutting of steps in its surface, could only be scaled with difficulty. The top of the rock affords little more area than is sufficient for the site of the lighthouse. A temporary light was erected in 1854 for the guidance of the Baltic Fleet, and the permanent station was completed in 1858. Designed and executed by David Stevenson, F.R.S.E., M.Inst.C.E., Engineer to the Commissioners of Northern Lighthouses.

4136 **Facet Parabolic Reflector.** As used in the earliest Scottish Lighthouses in 1787 by Thomas Smith, Engineer to the Commissioners of Northern Lighthouses.

4137 **Silver Plated Parabolic Reflector.** With sliding lamp to secure accurate focussing. Designed by Robert Stevenson, Engineer to the Northern Lighthouse Board, 1811.

4138 **Skerryvore Catadioptric Revolving Apparatus.** With Fresnel's lenses, but extended to 56° in altitude. The light is received and collected into eight horizontal beams by the principal lenses; the light which would escape above them is collected into eight inclined beams by small lenses, and reflected to the horizon by inclined mirrors. The lower part of the light is sent equally to all parts of the horizon by Alan Stevenson's prismatic rings of glass, which act as mirrors. The rings at Skerryvore are the first that were made of the largest or first Order size.

Designed by Alan Stevenson, LL.B., F.R.S.E., M.Inst.C.E., Engineer to the Northern Lighthouse Board. $\frac{1}{5}$th of full size.

4139 **First Order Holophotal Revolving Apparatus.** The central part of this apparatus consists of eight lenses. The light which passes above and below these lenses is collected into eight horizontal beams by annular shaped reflecting prisms. These reflecting prisms were substituted for the inclined lenses and mirrors of Fresnel's first Order revolving apparatus by Thomas Stevenson, and were first used at Singapore in 1849, on a small scale, and on a large scale at North Ronaldsay, in Orkney, in 1851, both designed by Messrs. Stevenson. $\frac{1}{5}$th of full size.

4140 **Fixed Azimuthal Condensing Light.** Designed by Thomas Stevenson for Sounds or narrow Seas of varying width, where the light requires to be seen farther off in some directions than in others, and where the whole horizon does not need to be illuminated. The light which would otherwise be wasted on the land, instead of being

Lent by the Commissioners of Northern Lighthouses—continued.

merely returned through the centre of the apparatus in the usual way, is gathered by refraction and prismatic reflection, and allocated in the exact proportions required for strengthening the arcs of largest range. It is used at nine Lighthouses in the Western Highlands of Scotland, where small apparatus has been made to produce in those particular azimuths (where alone great power is required) effects equal to much larger apparatus, consuming proportionately large quantities of oil.

4141 **Azimuthal Condensing Ships' Light,** designed to distribute the whole light equally over ten points of compass, in accordance with the Board of Trade requirements. Applied first in 1866 to the Pharos, Northern Lighthouse Steamer. Designed by D. and T. Stevenson, Engineers to the Commissioners of Northern Lighthouses.

4142 **Hyper-Radiant Lens of 1330mm,** in place of 920mm. radius, suggested by Messrs. Stevenson in 1869, with the view of utilizing to the full the flame from the larger diameter of burners recently introduced, this, the first lens of its size, was made to Messrs. Stevenson's design in 1885, and tried at the South Foreland experiments the same year, when it was found to be optically the most efficient lighting apparatus yet made, and has since been introduced into numerous lighthouses at home and abroad.

4143 **Dioptric Holophote.** This apparatus was designed by Thomas Stevenson for Lighthouse Illumination. It collects all the light of the lamp into one beam of parallel rays solely by means of glass.

The apparatus constituting the front half of the instrument bends the light that falls upon it into a beam of parallel rays, while the prisms which constitute the back half are so formed as to prevent any light from passing through, and to cause every ray to return back to the flame, and to be finally transmitted through the front half, so as to increase the intensity of the emergent beam.

A red ball is fixed on a wire so as to be in focus to illustrate the action of the instrument. To an observer the front half of the apparatus will appear full of red light, but in the back half no red is to be seen, though the wire which carries the ball, not being in focus, is distinctly visible.

4144 **Dhu Heartach Lighthouse.** Situated on a rock on the West Coast of Scotland, exposed to the force of the Atlantic Ocean, and fourteen miles from Iona, the nearest land. Designed and executed by D. and T. Stevenson, Engineers to the Commissioners of Northern Lighthouses. Height of masonry 107 feet 9 inches, diameter at base 36 feet. Commenced 1867, finished 1872.

4145 **Model of First Order fixed Dioptric Light.** This apparatus consists of a central lenticular belt, and an upper and lower set of reflecting prisms. The cylindrical belt with diagonal joints and the upper and lower reflecting prisms were substituted by Alan Stevenson in 1836 for the segmental belt and upper and lower silvered mirrors of Fresnel's first order apparatus. $\frac{1}{5}$ of full size.

4146 **Smalls Lighthouse.** A wooden model of the Smalls Lighthouse, off the Pembrokeshire Coast, Bristol Channel, erected in 1778, replaced in 1861 by the present granite lighthouse.

The model is an exact representation of the Smalls Lighthouse in the

Bristol Channel, projected by John Phillips, Esq., of Liverpool, built by Henry Whiteside, a self-taught mechanic of Liverpool, in 1778. It stood on a bare rock rising little more than 10 feet above high water. The lighthouse was built on wooden pillars, 40 feet from the ground, the entire building being 58 feet high, and standing 70 feet above high water. In 1861 this was replaced by a granite lighthouse.

Lent by Miss Payne, 2, Westerhall Villas, Weymouth.

4147 **Smeaton Eddystone Lighthouse.** Original model of the Eddystone Lighthouse, constructed by John Smeaton, Esq., F.R.S., and which was made by himself, and has been in the possession of the family of his grandson, John Croft Brooke, since the death of Mr. Smeaton.

Lent by Miss Mary Croft Brooke, Hildenborough Vicarage, Tunbridge, Kent.

4148 **A "Nun Buoy"** belonging to the yacht of His Majesty George IV. This exhibit is an "Anchor Buoy," same pattern as that now known in the Service as a "Nun Buoy." This buoy was used by the "Royal George" Yacht, of King George the Fourth. A statement to this effect is painted on the buoy.

Lent by Admiral-Superintendent W. E. Gordon, H.M. Dockyard, Portsmouth.

(*d*) SUB-DIVISION—MARINE METEOROLOGY.

4151 **Case of Instruments.**

Specimens of instruments used in the Royal Navy, viz.:—Coast Barometer: this has a tube with large bore mounted in a solid oak frame, with porcelain scales, the vernier reading to ·01 inch. Wind Gauge, pattern devised by Sir W. Snow Harris: an Improved form of Lind's Anemometer. Hand Anemometer, devised by F. Galton, F.R.S. Self-Recording Aneroid, fitted for use at sea. Mercurial Barometer. Aneroid. Two Thermometers in Screen, fitted as a Hygrometer. Hydrometer. Thermometer for Sea Temperature. Instruments occasionally used. Maximum Thermometer. Minimum Thermometer. Sling Thermometer. Rain Gauge. Instructions for taking the observations. Log and Rough Book. Marine Barometer, pattern used prior to 1854.

Lent by the Meteorological Office.

OUR NAVIES.

THE "WARSPITE" TRAINING SHIP.

PATRON.—HER MAJESTY THE QUEEN.

President.—The Right Honourable the EARL OF ROMNEY.

Treasurer.—J. F. W. DEACON, Esq.

Over 61,000 boys have been sent to sea. Over 27,000 have been drafted to the Royal Navy.

No Voting. The benefits of this Society are not reserved for those whose influential friends can obtain votes to secure their admission, but reach at once the orphan and friendless.

All taught swimming.

Donations and Subscriptions urgently needed.

Bankers:—Williams, Deacon & Co., 20, Birchin Lane, E.C.; Coutts, No. 57, Strand; and Goslings & Sharpe, 19, Fleet Street, E.C., who will receive subscriptions.

Marine Society's temporary Offices, 14, St. Mary Axe, E.C.

See Exhibit in Howe Gallery, 168a.

H. W. ANDREWS, R.N., *Secretary.*

4152 **Clayden's "Ocean Current Models."**
1. Working model showing the Gulf Stream, and other great currents in the Atlantic.
2. Working model showing the currents of the Indian Ocean, and the change they undergo with the change of the monsoons.
In both models the movement of the water is shown by floating particles of Lycopodium powder. The motion is entirely produced by jets of air impinging on the water, and arranged so as to imitate roughly the average direction of the wind.
Lent by A. W. Clayden, F.R.Met.Soc.

4153 **Barometer** by Daniel Quare. The patent for this form of instrument is dated August 2, 1695. It is not a marine barometer, but is constructed so as to be transportable without loss of mercury.
Lent by Evan Roberts, Esq., Manchester.

4153A **Marine Barometer,** pattern used prior to 1854.
Lent by L. P. Casella, F.R.Met.Soc.

4154 **Model of a Storm Signal Station,** exhibiting Cone.
Lent by the Meteorological Council.

4158 **A. Légé & Co.,** 31 *and* 32, *Kirby Street, Hatton Garden, E.C.*
Roberts's Tide-Predicting Machine.
A. Légé & Co.'s Combined Tide Gauge, Wind Gauge and Barograph for automatically recording the variations of the tide, the direction and velocity of the wind, and the fluctuations of the barometer.
Légé's Patent Mobile Torpedo.
The "Helix" Automatic Deep-Sea Sounder.

CHARTS ON SCREENS.—SCREEN A.

Lent by the Meteorological Office, 63, Victoria Street, S.W.

4159 **Charts** showing the Mean Barometrical Pressure over the Atlantic, Indian, and Pacific Oceans for the month of February, for the four quarterly months, and for the year. (Five Charts.)

The larger figures on these Charts are the barometrical means for areas of 5° Lat. by 5° of Long., the smaller those for areas of 2° of Lat. by 2° of Long., obtained from daily averages. The range, to the nearest tenth of an inch for each 5° area, is placed over the mean for that area, and the number of days' observations under it. At coast stations and islands the mean pressure is also given, and under it the number of years for which observations were available. The means are expressed in decimals of an inch, the unit figure of the inches being prefixed where necessary. Observations obtained from the publications of Foreign Institutions, or from the published records of foreign voyages of discovery, are marked by the insertion of distinguishing letters, viz., A. The United States, Au. Austria, D. The Netherlands, F. France, N. Norway, R. Russia. Lines of equal barometric pressure (Isobars) are drawn from the means of the 5° areas, and their values are indicated in inches and decimals. The observations have been corrected for altitude above the sea, and reduced to 32° Fah.; but not for gravity, as affected by latitude. Tables for introducing this latter correction are given on the Charts.

4160 **Charts** showing the Surface Temperature of the Atlantic, Indian, and Pacific Oceans for the month of February. (Four Charts, one for each Ocean, and one for the four quarterly months.)

The Sea Surface Temperatures on these Charts represent the average of all the observations taken in rectangular areas contained by 2° of Lat. and 2° of Long., except where the disposition of the observations is irregular or in regions where the range is great and the means have been calculated for smaller areas. Where single observations are used hey are placed in Geographical position. The small

Lent by the Meteorological Office—continued.

figures below the mean temperatures indicate the range of temperature. Exceptional range areas are shaded blue and are bounded by a single line when the range is between 10° and 20°, and by a double line when it exceeds those limits. The lines of equal temperature (Isotherms) are drawn for every fifth degree Fahrenheit, and in the lower latitudes lines representing one or more degrees of different temperature have occasionally been introduced.

SCREEN B.

4161 **Charts of Cyclone Tracks** in the South Indian Ocean. (9 charts.)
These Charts embrace the period from 1848 to 1885 inclusive, extending over 38 years; but for the years 1849, 1850, and 1853 no reports of Cyclones were received. The information for June and July is given on one sheet. No cyclones are recorded in August or September. An explanation of the symbols employed is given on each Chart.

4162 **Charts** showing the Sea Surface Temperature, Wind, Current, Sea Disturbance, and Mist off Cape Guardafui and Ras Hafun. (13 sheets.)
A Chart for each month of the year, and an Abstract Chart on a smaller scale.

SCREEN C.

4163 **Barometer and Wind Diagrams.** (2 on one sheet.)
These Diagrams illustrate the oscillations of the Barometer as recorded by a steamer during a passage from England to New York, and also from New York to England. In the former case, a vessel crossing the Atlantic will meet the advancing storm systems which commonly travel from West to East, while in the latter case she is keeping company with them. They are types of the differences experienced, which are so great that it is often possible to tell whether a vessel was steering to the eastward or westward by a comparison of the barometrical curves alone.

4164 **Daily Synchronous Weather Charts** of the North Atlantic and the adjacent Continents for the month of February, 1883. (10 sheets, as specimens.)
There are two Charts for each day, one showing the Barometric Pressure, the Wind, and the Weather; the other showing the Temperature of the Air and Sea, and the Weather. An explanation of the symbols employed is given on each Chart.

ON THE WALL.

4165 **Current Charts of the Atlantic and Indian Oceans.**
There are two Charts, viz., one for each Ocean. They are specimens of the actual working Charts now in process of construction at the Meteorological Office. The Arrows shown on the Charts are the Currents experienced in 24 hours. The scale of the Arrows is one inch to one hundred miles of current. A small circle indicates "no current."

4166 **Map** showing the Stations from which Telegraphic Intelligence of Weather is received at the Meteorological Office, and also the Stations at which Storm Warnings are displayed.

4167 **Map** showing the Stations at which public Barometers are maintained by the Meteorological Office for the use of Fishermen.

(*e*) SUB-DIVISION—**HYDROGRAPHY.**

CHARTS.

Exhibited by the Hydrographic Department of the Admiralty.

4171 (*a* to *l*, and *o*) **A Series of Charts** (13 in number) of the River Thames entrances from 1580 to 1890, to illustrate the changes that have occurred from time to time in the configuration and depths of the numerous shoals at its mouth, and also the practical improvement of surveys and chart engraving. *The earliest chart of this series is lent by the Marquess of Salisbury.*

4173 **Five published Plans of some of the Principal Ports of Australasia,** viz. :—(*b*) Port Jackson (Sydney), (*c*) King George Sound and Princess Royal Harbour (Albany), (*d*) Auckland Harbour, (*e*) Port Nicholson (Wellington), (*g*) Port Phillip (Melbourne).

4174 (*a*, *b*, and *e*) **Old and Modern Surveys** of Cardigan Bay at different periods from 1681 to 1890, showing how surveys have improved, and to illustrate the amount of sounding required in a modern survey.

4175 **Selected Modern Original Survey** of the South Approaches to Yang-tse-Kiang (China), date 1887.

4175C **Original Survey of the North Coast of Donegal Bay** (Ireland), date 1852.

4175G **Published Plan of Gibraltar.**

4176 (*a* and *b*) **North Atlantic Ocean** (two Charts)—one of the year 1803, the other 1890—to illustrate particularly our present knowledge of that Ocean as compared with what was known in the beginning of this century.

4177 **Old Survey from Cook's first voyage.** The original plan of Sting-ray Bay, by R. Pickersgill; H.M.S. "Endeavour," Capt. Cook, 1770. (This is the first survey that was executed in New South Wales, and Cook, after consideration of the valuable collection made there, re-named it Botany Bay.)

4178 **The Original Chart of New Zealand,** by R. Pickersgill; H.M.S. "Endeavour," Captain Cook, 1770. (This is the first complete Chart of New Zealand.)

4180 (*a* and *b*) **Chart of South Coast of England,** from Plymouth to Lizard; from the survey by Lieutenant M. Mackenzie in 1773, with modern Chart of the approaches to Plymouth.

4181 (*a* and *b*) **Two Charts of the English Channel**—one 1693 and the other 1890; the latter containing the recent soundings obtained at the entrance by H.M. Surveying vessel "Research," 1889-90.

4185 (*a* and *b*) **Two Charts of the World,** showing tracks recommended for vessels with sail and auxiliary steam power, and also for full-powered steam vessels.

4187 (*b* to *d*) **Three Selected Specimens** of Published Charts and Plans, viz. :—(*b*) Owers to Christchurch, with Spithead and the Isle of Wight. —(*c*) Mombasa. (This place is now the head-quarters of the British East Africa Company, and is rising in importance.)—(*d*) South Polar Ice Chart. To illustrate our present knowledge of that region.

4188 (*a* and *b*) **Two Charts of the Pacific Ocean,** one as known on Cook's leaving England, July, 1768, and one as known after the termination of Cook's third voyage in 1780.

4189 **Chart of the World,** showing our present knowledge of Oceanic depths. The positions where depths over 4,000 fathoms have been obtained are specially marked. The greatest depth known in the Northern hemisphere is 4,655 fathoms (over 5 miles), and in the Southern hemisphere 4,530 fathoms. Both are situated in the Western part of the Pacific Ocean.

4190 **Hope Islands to Turtle Group,** East Coast of Australia. This is the latest chart engraved from an Admiralty survey which was completed by the surveyors early in 1890.

4196 (*a* and *b*) **Copy of Halley's Magnetic Chart of the World, 1700,** and also the Chart of curves of equal magnetic variation that is now in general use.

4197 **Haro and Rosario Strait** (British Colombia). Published chart.

4198 **St. Lucia** (West Indies). Published chart.

4199 **Original Survey of Mahé, Seychelles Islands.** (This is the latest Admiralty Survey received.)

4200 **Chale Point to Ras Kimbiji,** including Zanzibar and Pemba. Published chart.

4203 **Original Survey** by Cook, in 1765, of the South Coast of Newfoundland between Cape Anguilla and Great Jervis Harbour. (This may be considered as the first real survey ever made by British officers.)

4206 **Chart** on the scale of the original survey of the Island of Barbados, West Indies. This Survey was entirely executed by Naval Surveying Officers, and is exhibited as a good specimen of a complete marine survey, both as regards the land and water.

4208 **A Complete Set of Sailing Directions,** and other books published by the Hydrographic Department of the Admiralty.

4209 **Specimens of Copper Plates from which Admiralty Charts are printed.**

[*The process of engraving charts on copper-plates will be demonstrated by an engraver at work. In the case of corrections, the work to be corrected is scraped away, the copper-plate is hammered up from behind to a fresh surface, and the new work engraved on the new surface.*]

ATLASES, CHARTS, MAPS, &c., FROM VARIOUS SOURCES. IN CASES.

Atlases Lent from the Admiralty Library, unless otherwise stated.

4210 **A Collection of Portolani** (charts), date about 1530. Exhibiting the World as then known on Ptolemy's projection, showing Magellan's Track, 1519—22.

4211 **First Printed Edition** of Ptolemy's Geography, 1533. Exhibiting Ptolemy's Projection of the Globe.

4212 **A Portolano Map of the World,** date 1555.
Lent by Lieutenant F. T. Hamilton, R.N.

4213 **"The Mariner's Mirrour."** By Anthony Ashley. London, 1588 (year of Spanish Armada). Exhibiting a chart of the coast from Plymouth to Land's End.

4214 **"A new Sea Atlas or Water World."** By Pieter van Alphen Rotterdam, 1661. Exhibiting its title-page only.

4215 **"L'Atlas de la Mer, ou Monde Aquaticque."** By Pieter Goos, Amsterdam, 1667. Exhibiting plan of the approach to New York Harbour (then called New Amsterdam).

4216 **"Adlante Marino o Mundo Maritimo."** Por J. A. Colom, Amsterdam, 1669. Exhibiting a chart of the British Isles, dated 1662.

4217 **"The Lightning Colomne, or Sea Mirrour."** By Jacob and Casparus Loots-man, Amsterdam, 1670. Exhibiting instructions for observing with Cross-staff and Astrolabe.

4218 **"Nova totius terrarum, orbis Geographica ac Hydrographica Tabula."** Joannes van Keulen, Amsterdam. Exhibiting a chart of Yarmouth Sands, dated 1694.

4219 **A Survey of the Ports** of the S.W. coasts of England, from Dover to Land's End. 1698, MSS. Exhibiting a plan of Southampton Water and the Solent.

4220 **"A Maritime Survey of Ireland and the West of Great Britain."** By Murdoch Mackenzie, Senr., London, 1776. Exhibiting a chart of Cork Harbour and Approaches. *Lent by Captain Boxer, R.N.*

4220A **Journal of Captain Cook,** during his first voyage.

4222 **Two M.S. Charts** drawn on vellum.
Lent by Messrs. D. W. and W. R. Kettle, 53, Fleet Street, London.

4223 **Atlas Maritime, or the Sea Atlas.** By John Seller, Hydrographer to the King, 1675.
Lent by Captain Ashton, Birchington-on-Sea.

4224 **A Chart** showing the track of 23 ships, under Sir Francis Drake, from England to the West Indies and back, September, 1585, to July, 1586.
Lent by His Grace the Duke of Leeds.

4225 **Mediterranean Pilot,** date 1736.

4226 **Antiqua Geographe, Sacra and Profana,** printed at Amsterdam.
Lent by George Lavender, Esq., 5, Castle Street, Cambridge.

4227 **Johnston's Royal Atlas of Modern Geography.**
Lent by Messrs. W. & A. K. Johnston, 5, White Hart St., E.C.

HYDROGRAPHICAL INSTRUMENTS LENT BY THE HYDROGRAPHIC DEPARTMENT OF THE ADMIRALTY, BEING PART OF THE EQUIPMENT OF H.M. SURVEYING SHIPS.

4228 **Naval Surveying Theodolite,** 5-inch, with extra large telescope, for use in marine surveys where transport is difficult.

4229 **Sextant, Observing,** 8-inch, fitted on Stand, for accurate observations of the heavenly bodies on shore with the artificial horizon.

4230 **Sextant, Sounding,** 6-inch, specially fitted with two telescopes of different power, for the purpose of irregular triangulation of a marine survey. This instrument is mainly used for measuring angles between terrestrial objects to determine the position of a ship or boat when sounding.

4231 **Sextant, Double.** With this instrument two angles can be taken simultaneously, and has been found useful when large scale surveys are in progress.

4232 **Sextant, Pocket or Box.** A convenient instrument for carrying when space and weight have to be considered.

4233 **Artificial Horizon Roof,** with Mercury Trough, on a Stand fitted with three levelling screws.

4234 **Artificial Horizon Roof,** with an Amalgamated Trough on a similar Stand.
(This trough has a decided advantage over the older form in being less subject to vibration, and is now under trial.)

4235 **Compass, Prismatic,** 2½-inch. Portable, in leather case, for carrying.

4236 **Compass, Prismatic,** 5-inch. This instrument is mainly used for obtaining the variation of the compass on shore, and is fitted to fix on a tripod.

4237 **Raper's Instrument.**
4238 **Reflecting Circle.**
} These two instruments are not now in general use.

4239 **Measuring Chain,** 100 ft. in length.

4240 **Station Pointer,** 5-in. (latest Admiralty pattern). Used for placing an observer's position on the chart from angles taken between three objects, the relative positions of which are known.

4241 **Cust's Station Pointer of Xylonite** (one side rough for marking in pencil the angles observed). Mainly used in boats when sounding, and the objects selected for finding position fall within the circle of the 5-in. Station Pointer.

4242 **Protractor,** semi-circular, of brass, 18-in.; Protractor, rectangular, 12-in., boxwood. For protracting angles of a survey at short distances.

4243 **Field Case,** complete with dividers, 8-in. Ebonite protractor, 10-ft. pole scale, pencils, &c., as used by a Naval Surveying Officer.

4244 **Galton's Sun Signal,** fitted for tripod. Used for reflecting the sun's rays to indicate the position of the station from great distances. This instrument is of great assistance in the triangulation of extended coasts.

4245 **Heliostat,** 5-in. Made portable and fitted in a leather case with sling.

4246 **Parallel Rulers,** rolling, 18-in. For laying off compass bearings.

4247 **German-silver Scale, 48-in.** For measuring accurate distances with the aid of a beam compass.

4247A **Steel straight edge,** 30-in., nickel-plated, with ends graduated to 5′ arc.

4248 **Beam Compass,** 36-in. For the accurate measurements of the long sides in projecting the main triangulation.

4249 **Drawing Instruments, magazine set.**

4250 **Six's Thermometer** (Miller-Casella pattern), as used for ascertaining oceanic temperatures. These thermometers are now made for the Hydrographic Department to withstand a pressure of 4 tons on the square inch.

4251 **Copper case for ditto,** having small clamps for securing it to the sounding wire.

4252 **Six's Thermometer** (Miller-Casella pattern). Used in "Challenger" at a depth of 4,475 fathoms, and was found in this state on reaching the surface.

4253 **Miller-Casella Thermometer** on Buchanan's principle. (Mr. Buchanan was one of the Scientific Staff of the Challenger.)

4254 **Negretti & Zambra's** deep-sea thermometer, in Magnachi's improved frame.

4255 **Negretti & Zambra's** shot capsizing thermometer.

4256 **Negretti & Zambra's** reversible thermometer in brass frame. (This was supplied to the Arctic Expedition of 1875, but is now obsolete.)

Early Deep Sea Thermometers lent by the Meteorological Office.

4257 **Johnson's Registering Metallic Deep-Sea Thermometer,** the records of which are obtained by the varying expansion of brass and steel bars acting upon indices, used in H.M.S. "Serpent" 1865-69.

4258 **Deep Sea Thermometer,** Six's pattern, by Potter, used in H.M.S. "Lightning" 1865-68.

4259 **Deep Sea Thermometer,** Six's pattern, with protected bulb, used in H.M.S. "Cyclops" 1857.

4260 **Deep Sea Thermometer,** used in Sir J. C. Ross' Antarctic Expedition, 1839-43. Pastorelli, No. 1.

CHRONOLOGICAL EXHIBIT OF TIMEKEEPERS.

From the Royal Observatory, Greenwich.

In the year 1714, Sir Isaac Newton, in a paper read to the House of Commons, mentioned various schemes proposed for finding the longitude at sea.

He stated that the simplest method would be to use a watch or clock which would keep correct time, in spite of the ship's motion, the variation of temperature, the change of gravity, etc., but that such a watch had not yet been made.

A Bill drawn up by General Stanhope was passed to the effect—

(1.) That a reward should be granted to any person inventing a means to discover the Longitude at sea.

(2.) That a Committee (the Board of Longitude) should be appointed to judge such inventions.

(3.) That a reward of £10,000 should be granted to any person determining the Longitude to within one degree of a great circle, or 60 geographical miles.

4.) That a reward of £15,000 should be granted for a determination of the Longitude to within 40 geographical miles.

(5.) That a reward of £20,000 should be granted for a determination of the Longitude to within 30 geographical miles.

(6.) That the machine should be tested by a voyage to some port in the West Indies.

Mr. John Harrison applied himself with great industry to the improvement of timekeepers, and in 1726 succeeded in making a pendulum clock which kept excellent time. By 1736 he had made various modifications, and introduced them in a machine which performed very well on a voyage to Lisbon. A second and improved machine was made in 1739, and in 1758 he had completed a third and smaller machine. Neither of these went on a voyage, for in 1759 he had completed a fourth of comparatively small size, and of entirely different construction. This watch or time-keeper (now exhibited) after two successful voyages to the West Indies, finally procured for him the prize of £20,000. It is not a chronometer as we understand the term at the present day. The modern chronometer is the result of several improvements, made in rapid succession, of which a general idea may be obtained from the specimens exhibited.

4261 **Harrison's Machines for measuring time** (Nos. 1 and 2).

No. 1 is Harrison's second attempt. He had made in the previous year a machine on the same principle which performed very well on a voyage to Lisbon. In these machines, two straight rod balances vibrate in opposite directions, so that the effect of the ship's motion on one would be counteracted by its effect on the other. Date, 1737.

4262 No. 2 is Harrison's next attempt. It is smaller in size, and the straight rod balances are replaced by plain wheel balances. Date, 1758. Neither of these machines went on a voyage.

4263 **Harrison's Timekeeper.** This watch or time-keeper, which gained for its inventor the reward of £20,000, was finished in 1761, and on Nov. 18, 1761, sailed in the "Deptford" for Jamaica, where the ship arrived Jan. 19, 1762. The Longitude of Port Royal as shewn by the watch, only differed five seconds (about one nautical mile) from the truth; and on its return to Portsmouth the watch was only in error 1 min. 54·5 sec., equivalent to 18 nautical miles. In 1764 another voyage was made to Barbados, where it was found to be only 43 seconds in error, equivalent to about 11 nautical miles. On its return it was found to have gained only 54 seconds in the whole voyage of 156 days. It has a plain balance, the effect of temperature on the balance and spring being corrected by a compensation curb (brass and steel lamina) acting on the spring.

4263—*continued.*

John Harrison was born at Faulby, Yorkshire, 1693. He lived for some time at Barrow, in Lincolnshire, as a carpenter. He devoted his whole life to horology, and in 1735 came to London, where he made the two machines exhibited. Besides gaining the prize of £20,000 for his watch, he made many improvements in horology, and is credited with the invention of the gridiron pendulum in 1726, and of the going fusee. He died in 1776.

4264 **Chronometer** by Larcum Kendall, an apprentice to Harrison. This was made on the pattern of Harrison's, as evidence that another maker could construct a chronometer satisfactorily from Harrison's designs, in accordance with the conditions of the award of £20,000. Date, 1769.

4265 **Chronometer** by Larcum Kendall. Date, 1774. It is much less complicated and has a spiral compensation curb.

4266 (*a and b*) **Two Chronometers** by Thomas Mudge, made in 1795-6. These instruments are of fine workmanship. Mudge was born in 1715, died, 1794. He invented the lever escapement.

4267 **Chronometer,** by John Arnold, fitted with a helical balance spring, and a new form of escapement, both devised by Arnold himself. The escapement is now superseded by that of Earnshaw. Arnold was born, 1744, died, 1799.

4268 **Chronometer** by Earnshaw, who invented the spring detent escapement and compensation balance, both substantially as now used. Earnshaw was born 1749, died 1814.

4269 **Chronometer** by E. J. Dent, shewing the balance invented by him. Mr. E. J. Dent constructed the Westminster Clock. He was born 1790, died 1853.

4270 **Chronometer** by Eiffe, shewing the balance invented by him. Eiffe was born 1800, died 1880.

4271 **Chronometer** by John Poole, fitted with an auxiliary compensation to the balance devised by him. Born 1818, died 1867.

4272 **Chronometer** by Loseby is fitted with a balance invented by the maker. The effects of variation in temperature are counteracted by the expansion and contraction of mercury in a pair of curved glass tubes fixed at each end to a laminated rim.

4273 **A Modern Chronometer** by Kullberg, and fitted with his flat rim balance. Mr. V. Kullberg, one of the most successful of modern chronometer makers, was born in 1824, and died in 1890.

4274 **Pocket Chronometer** by Arnold.

4275 **A Deck Watch** by Ashley. The chief difference between this and the pocket chronometer exhibited is that it is fitted with a lever escapement.

4276 **A Model** of chronometer mechanism, shewing the action of the escapement.

4276A **A Set of Marine Chronometer Balances** by V. Kullberg.

4277 **A Case** containing a specimen of the chronometer balance in four stages of its manufacture.

Lent by Mr. J. U. Poole, 33, Spencer Street, Clerkenwell.

4287 **A Marine Chronometer,** with a glass balance spring and special balance.

This is the invention and handiwork of the late Frederick Dent, of the Strand and Royal Exchange, and the only specimen in existence. The spring requires far less compensation for any given change of temperature than a steel spring would, and the balance, which is composed of a glass disc, is compensated by two small compensation laminæ mounted upon it.

4288 **A Chronometer** by Pennington, Pendleton, and others, made for the son of the inventor. No. 22, date 1796.

4289 **A Collection of Marine Chronometer Balances** of various types.

Lent by Messrs. E. Dent & Co., 61, Strand.

4290 **Chronometer** of Captain Cook, used in his second and third voyages.

Lent by the United Service Institution.

SAMPSON & CO.,
268, 270, OXFORD STREET, W.
SOLE MAKERS OF THE
SURPLICE SHIRT.


Priced Catalogues & Self-Measurement Cards sent on application.

VARIOUS SOUNDING MACHINES AND GEAR CONNECTED WITH DEEP-SEA SOUNDING.

4291 **Automatic Sounding Machines,** Lucas' Patent, 2 in number, viz. :— One for deep-sea soundings up to 5,000 fathoms with wire. One hand machine for depths up to 400 fathoms, with wire, lead sinkers, and snappers complete.

NOTE.—The above two sounding machines are now in general use on board H.M. Surveying Vessels.

Lent by the Telegraph Construction and Maintenance Company, Limited, 38, Old Broad Street, London.

4292 **Rod, Sounding, Baillie,** with hemp line sounding No. 1, and 3 sinkers, each ½ cwt., as used on board H.M.S. "Challenger" (now obsolete).

4293 **Blocks, Gin, Metal, Sounding,** 5 in.

4294 **Bottles, Stop Cock**
4295 **Bottles, Water Slip** } as used in "Challenger."

4296 **Leads, Cup,** 112 lbs.
4297 **Leads, Valve,** 112 lbs. } Formerly used with hemp sounding line No. 1 for depths under 1,000 fathoms.

4298 **Rod, Sounding, Baillie, for wire.** This rod is now used with gauge, 20 galvanized wire, and Lucas Sounding Machines. Sinkers of 25 lbs. weight have been specially cast to use with this rod.

4299 **Aldrich's Tube Sounding "Driver."** This pattern tube has been recently in use on board H.M. Surveying Vessel "Egeria," which has been employed for two years in sounding operations in the Pacific Ocean. It brings up exceptionally large specimens of the bottom.

4300 **Stoppers for Wire.** For holding the wire when making a splice or putting on deep-sea thermometers.

4301A **Rod, Sounding, Hydra**
4301B ,, **Brooke**
4301C ,, **Bulldog**
4301D ,, **Fitzgerald** } with sinkers.

4301A to D are various pattern sounding rods that have been successfully used in deep-sea sounding operations, but are now obsolete.

Lent by the Hydrographic Department of the Admiralty.

4302 **Balloon Buoy.**

4302A Buchanan's combined sounding tube and water bottle.

4302B ,, stop cock and water bottle.

4303 **Combined sounding tube and water bottle.**

4303A **Stallibrass' sounding tube and water bottle.**

4303B **Sigsbee's cutter sounding tube.**

4303C **Benest's combined sounding tube.**

4303D **Plumper sounder.**

4303E **Buchanan's navigational sounding machines.**

4304 **Buchanan's Piezometer (A and B).**

4304A ,, **Piezometers.**

4304B ,, **mercury Piezometer.**

4304C ,, **Hydrometers.**

4304D ,, **improved Millers-Casella thermometers.**

4305 **Negretti & Zambra's** improved frame standard deep sea thermometers.

4305A **Casella's deep sea thermometer.**

4305B **Piece of First Atlantic Cable.**

4305C **Section of incrustation of Pollyzore** from telegraph cables.

4305D **Specimens of teredos** from telegraph cables.

4305E **Album of Photographs** illustrating submarine telegraphy and surveying.
Lent by the India Rubber, Gutta Percha, and Telegraph Works Company, at Silvertown.

4311 **Thomas Mercer,** *St. Alban's, Herts, and London.*
Marine Chronometers.

4312 **Norie & Wilson,** 156, *Minories, London.*
A collection of Charts, Nautical Works, and Instruments; also specimens of Yachting requisites of special design and manufacture.

4313 **Rowland Rugg,** 15, *Charing Cross, S.W.*
Nautical Publications, consisting of Compass Cards, Cyclone and Rule of the Road Diagrams, &c.

4314 **Parkinson & Frodsham,** 16, *Queen Victoria Street, London.*
Marine Chronometers, &c.

4315 **R. H. Laurie,** 53, *Fleet Street, London, E.C.*
Nautical Publications, Charts, and Sailing Directories.

(*f*) SUB-DIVISION.—COMPASSES, ASTROLABES, AND BEARING PLATES.

Compasses.

4317 **Magnetic Ore.** *Lent by the Lords Commissioners of the Admiralty.*

4318 **Loadstone,** 18th century.
Lent by the Committee of the Liverpool Public Library.

4319 **Chinese Compasses.**
Lent by the Council of the Royal United Service Institution.

The Compass was used by the Chinese in times of remote antiquity. In a simple form it was used by Mediterranean seamen in about the beginning of the 13th century, and the Fly or Card was attached to the needle about a century later.

4320 **Japanese and Chinese Compasses.**
Lent by the Committee of the Hartley Institute, Southampton.

4321 **Chinese Compasses.**

4322 **Chinese Compass and Sun Dial.**

4323 **Viatorium or Pocket Compass** in ivory, by Leonard Miller, 1635.

4324 **Table Compasses** by Bugondas, and by Willebrand, Augsburg, 17th century.

4325 **Compasses,** 18th century.

4326 **Compass and Sun Dial,** cruciform, 18th century.

4327 **Pocket Compass, Sun Dial, Lens, and Mirror,** 18th century.

4328 **Compass and Sun Dial** by Stockert, Bavaria.

4329 **Compass** by Thomas Cave, Dublin.
Lent by the Committee of the Liverpool Public Library.

4330 **Gowland's Vertical Compass.**

4331 **6-inch Steering Compass.**

4332 **7½-inch Steering Compass.**

4333 **9½-inch Steering Compass.**

4334 **9½-inch Steering Compass.** Transparent card, and showing old mode of lighting from below.

4335 **Steering Compass, by Walker.**

4336 **Steering Compass, by Sir Wm. Snow Harris,** having a stout copper ring to check the vibrations of the card.

4337 **Steering Compass, Dent's Axis.** The card moving on an axis instead of on a pivot, always keeps parallel to the glass cover of the bowl.

4337A **Binnacle (Steering) Compass.**

4338 **Azimuth Compass,** old Naval pattern.

4339 **Standard Compass,** Admiralty Compass Committee.

4339A **Standard Pillar Compass and Urn complete.**

4340 **Liquid Compass, Crow's, 1813.** Card floated, expansion of fluid by heat provided for by flexible leather bottom to compass bowl.

4341 **Liquid Compass, Preston's.** Expansion of fluid provided for by two raised vessels.

4342 **Liquid Compass, Dent's.** Expansion of fluid provided for by air chamber round upper part of bowl.

4343 **Liquid Compass, Gray's,** the liquid being between inner and outer bowls.

4344 **Liquid Compass, West's.** Bowl hermetically closed, expansion of fluid provided for by flexible metal bottom to compass bowl.

4345 **Liquid Azimuth Compass,** latest Admiralty pattern.

4346 **Liquid Azimuth Compass** for Torpedo Boats.

4347 **Walker's Boat's Compass.**

4348 **Dent's Life Boat's Compass.**

4349 **Dent's Boat's Compass,** old pattern Binnacle.

4350 **Dent's Boat's Compass,** in low Binnacle.

4351 **Dent's Boat's Compass,** in low Binnacle, showing mode of lighting by candles.

4351A **Torpedo Boat's Steering Compass.**

4352 **Arctic Sledge Compass.** Used in the Arctic Expedition, 1875.

4353 **Arctic Small Azimuth Compass.** Used in the Arctic Expedition, 1875.

4354 **Arctic Large Azimuth Compass.** Used in the Arctic Expedition, 1875.

4355 **Earl of Caithness' Compass,** showing a mode of fitting compass so as to dispense with gimballing.

4356 **Barlow's Correcting Plate, 1823.** The first attempt to counteract the effect of the iron of the ship on the compass.

4357 **Correcting Spheres of Iron.** Used to correct the quadrantal deviation of H. M. Ship "Trident," 1856.

4358 **Fox's Dip Circle and Table.** For measuring magnetic force and dip of the needle on board ship. Used on board H.M. Ship "Challenger," 1872—76.

4359 **Small Instruments** for measuring magnetic force on board ship for the purpose of compass adjustment.
Lent by the Lords Commissioners of the Admiralty.

4359A **Diagrams on Wall** illustrating the magnetism of Iron Ships.
Lent by Captain Mayes, R.N.

4359B **Beall's Compass Deviascope.**
Lent by H. Hughes & Son, 59, Fenchurch Street.

Astrolabes and Kindred Instruments.

4360 **Persian Astrolabe.**
Lent by the Council of the Royal United Service Institution.

The Astrolabe came into use for measuring the sun's altitude at sea towards the close of the 15th century. For this purpose it was suspended by the ring at its circumference.

4360A **Compass, Sundial, and Astrolabe.** Spanish, 1590.
Lent by the Earl of Morton, Conaglen, Ardgour, N.B.

4361 **Astrolabe, Planisphere,** 14th century.
Lent by Mrs. E. C. Rimmington, Penrith, Cumberland.

4362 **Astrolabe** constructed for Sir Francis Drake. Presented to Greenwich Hospital by King William IV.
Lent by the Lords Commissioners of the Admiralty.

4363 **Astrolabium,** Hamburg, 1667.
Lent by Major P. H. Hewitt, 25, Argyle Road, Kensington, W.

4364 **A Ring Dial or Astrolabe.**
Lent by the Committee of the Hartley Institute, Southampton.

4365 **Horological Circle.**
Lent by Guy F. Fairfax, Esq., Billborough Hall, Billborough.

4366 **Old Bearing Plate.**

4367 **Bearing Plate** for use in Torpedo Boats.

4368 **Azimuth Instrument or Palinurus.**
Lent by the Lords Commissioners of the Admiralty.

(g) SUB-DIVISION.—BOOKS ON NAVIGATION, SOUNDING MACHINES, LOGS AND INSTRUMENTS COMMONLY USED IN NAVIGATION.

Books on Navigation.

4369 **The Regiment of the Sea.** By William Bourne, 1577. The first English Book on Navigation.
Lent by the Council of the Royal Geographical Society.

4370 **The Light of Navigation.** By William Johnson, 1620.
Lent by the Council of the Royal United Service Institution.

4371 **Practical Navigation,** or an Introduction to the whole Art. Sixth Edition. By John Sellar, Hydrographer to the King. London, 1689.
Lent by John Bowing, Esq., West Tilbury, Essex.

4372 **The Whole Art of Navigation.** Fifth Edition. By Captain Daniel Newhouse, 1727.
Lent by Captain Hull, R.N., Mamre, Marmora Road, Honor Oak, S.E.

4373 **The Mariner's New Kalendar.** By Nathaniel Colson, Student in the Mathematics, 1746.
Lent by Vincent Fox, Esq., R.N.R., Mertonville, The London Road, Devizes, Wilts.

4374 **Margett's Longitude Tables.** Published 1794. Nelson's Autograph on Title Page.
Lent by W. H. Cullen, Esq., Aberdeen House, York Grove, Peckham.

4375 **The New Practical Navigation.** Being an Epitome of Navigation, &c. Fifteenth Edition. By John Hamilton Moore, 1801.
Lent by A. T. Spriggs, Esq., 65, Gleneldon Road, Streatham, S.W.

4376 **Raper's Navigation.** First Edition, 1840. Nineteenth Edition, 1891.
Lent by Messrs. J. D. Potter, 31, Poultry, E.C.

Sounding Machines.

4377 **Common Deep Sea Lead and Line.** The most simple, most reliable, and probably the most ancient instrument of Navigation.

4378 **Sounding Machine, Burt's,** 1814. The sounding line runs through a spring nipper attached to a bag filled with air, and so floating. When the tension is off the line, by the lead striking the bottom, the spring nips, and the line may be hauled in, the nipper remaining attached to the point in the line indicating the depth of water.

4379 **Sounding Machine, Massey's,** 1820. Depth of water registered by revolution of geared wheels caused by fan-like blades passing through the water.

4380 **Sounding Machine, Walker's.** Same principle as Massey's.
Lent by the Lords Commissioners of the Admiralty.

4380A **James Syndicate, Limited,** 18, *Biliter Street, London, E.C.*
James' Patent "Sentry" Sounding Machine and Automatic Shoal Indicator, with Appliances, Model and Diagrams illustrating mode of use.

LOGS.

4381 **Common Log and Line.** This log consists of a piece of wood, generally the sector of a circle, so weighted as to float deeply and vertically, and so slung as to keep at right angles to the ship's course, and consequently in nearly the same place, as the ship goes on. A small line being attached to the log, the speed of the ship is known from the amount of line run out in a given time. This form of log is in common use, and has been so for more than three centuries.

4382 **Log, Wood, Fish-shaped.** Very old.

4383 **Log, Brass, Tubular.** 1828. Speed shown by the tension on the line measured by a spring balance.

4384 **Massey's Log.** 1808. Invented by Mr. Edward Massey, of Staffordshire. The speed is registered by geared wheels turned by fan blades on a floating vessel. It is the first of logs and sounding machines showing the speed or depths of water by these means.
Lent by the Lords Commissioners of the Admiralty.

QUADRANTS AND SIMILAR INSTRUMENTS.

4387 **Brass Plummet Quadrant.** For measuring altitudes.
Lent by the Council of the Royal United Service Institution.

4387A **Cross Staff.** Came into use for measuring the sun's altitude at sea in the beginning of the 16th century. It was superseded by Davis' Quadrant, or Back Staff.
Made by Hughes, Optician, Fenchurch Street, and lent by Captain Wm. Mayes, R.N., 43, Tressillian Rd., St. John's, S.E.

4388 **Davis' Quadrant,** about 1732. Invented by John Davis, the discoverer of Davis Strait. Came into use for measuring the sun's altitude at sea at the close of the 16th century. It continued in general use till superseded by Hadley's Quadrant.
Lent by the Rev. A. Horsburg, 11, Granville Terrace, Edinburgh.

4389 **Davis' Quadrant.**

4390 **Hadley's Quadrant.** From wreck of "Royal George." Invented by Lieut. Hadley, R.N., 1731, and came immediately into general use, superseding Davis' Quadrant.

4391 **Reflecting Quadrant.** 1741. This form of instrument is inferior to Hadley's, and was but little if at all used.
Lent by the Council of the Royal United Service Institution.

4392 **Hadley's Quadrant,** by Culmer, London, 1786.
Lent by the Committee of the Liverpool Public Library.

4393 **Quadrant** in use in early part of present century.
Lent by H. D. Curtis, Esq., 57, *Eaton Square.*

4394 **Sextant.** Used by Captain Fitzroy, R.N., H. M. Ship "Beagle" in carrying a chain of meridian distances round the world for the determination of the Longitude, 1831-36.
Lent by the Lords Commissioners of the Admiralty.

Other Nautical Instruments.

4395 **Sand Glass or Hour Clock.**
Lent by the Committee of the Hartley Institute, Southampton.

4396 **Sand Glass,** 14 sec. and 28 sec. For showing intervals of time when heaving the log.

4397 **Sand Glass,** 14 sec. For showing intervals of time when heaving the log. *Lent by the Lords Commissioners of the Admiralty.*

4398 **Parallatic Rotunda** for finding Longitude at Sea.
Lent by the Committee of the Liverpool Public Library.

4399 **Sinical Quadrant.** Used for similar purpose as Gunter's scale.
Lent by the Council of the Royal United Service Institution.

4411 **A. Clarkson,** 28, *Bartlett's Buildings.*
Telescopes—Achromatic Object Glasses for Telescopes. The Dumpy Telescope.

4412 **Henry Hughes & Son,** 59, *Fenchurch Street, London.*
Improved Paget Standard Compass for Iron Ships.
The Azimeter or Bridge Azimuth Dial.
Improved Torpedo Boat Compass with Azimuth Indicator.
The Deviatometer.
The Pelorus.
Ship, Yacht, and Boat Binnacles and Compasses.
Cooper & Wiggell's Patent Deep-Sea Sounding Apparatus.
Patent Logs.
Lunar and other Sextants and Stands.
New Angle Sextant.
Improved Double Sextant.
New Sextant Binocular for Star Observations.

4412—*continued.*

Artificial Horizons.
Station Pointers and Position Finders.
The Radiograph.
Improved Parallel Rulers and Dividers.
Improved Marine Aneroid Barometer.
Improved Observation, Chart Room and Cabin Lamps.
Marine Binoculars and Telescopes.
Various New Nautical Books and Forms relating to Navigation.
Evelyn's Patent Ship Clinometer.
Magnetic Force Instrument, by Captain Mayes, R.N.

4413 **Henry Porter, pro Cary & Co.**, 181, *Strand, W.C.*
Sextants (various). Theodolites for Marine Surveying. Artificial Horizons. Station Pointers. Drawing Instruments. Thermometers for Deep Sea. Aneroid Barometers. Magnetic Compasses. Dip Circle. Telescopes. Binoculars.

4414 **E. Dent & Co.**, 61, *Strand*, & 4, *Royal Exchange.*
8 in. Standard Fluid Azimuth Compass and Column Binnacle, with correctors, lamp, and tripod for night bearings as used in H.M. Cruisers.
6½ in. Ditto as used in H.M. Gun Boats.
6½ in. Ditto, without circle, as used in H.M. Torpedo Boats.
4¾ in. Fluid Compass in Trunk Binnacle, with Correctors, for use in Conning Towers, Steerages, &c.
4¾ in. Fluid Torpedo Steering Compass, in Japanned Copper Binnacle, as used in Torpedo Boats.
4¾ in. Boat Compass in Patent Binnacle illuminated by candles. (This Compass has been specially designed to meet the new Admiralty requirements for Boats' Compasses.)
Fluid Compass in Small Copper Binnacle, as used in the Royal Navy and by the Royal National Life Boat Institution.

4415 **James Henry Steward**, 406 & 457, *Strand, London, W.C.*
Nautical Instruments, consisting of Naval Telescopes, Binocular Marine Glasses, Improved Night Glasses, Douglas Hamilton's Patent Marine Binocular, Steward's Improved Yachtsman Binocular, Pilot and Boat Glasses, Telescopes, Yacht Compasses, Boat and Pocket Spirit and other Compasses, Canoe Lamp, Signalling Lamps, Model Signalling Instructors for Flag and Lamp Reading, Model Signalling Telegraph, Aneroid and Mercurial Barometers for Ships' use, and Sextants.

4416 **Aitchison & Co.**, 47, *Fleet Street, and* 42, *Bishopsgate Street Within, London.*
Aitchison's Patent Collapsing Binocular Glass.
Lenses for Optical Instruments.

4417 **D. McGregor & Co.**, *Nautical Instrument Makers, London.*
Standard Azimuth Compasses, with recent improvements. Conning Compass. Spirit Compasses. Torpedo-boat Compasses. Ships' Life-boat Compasses. Ships' Recording Logs. Barometers. Position Finders. Sounding Instruments, &c.

4418 **Elliott, Brothers,** 101 & 102, *St. Martin's Lane, London, W.C.*
Willis's Electrical Engine Room, Steering, and Revolution Telegraphs. Spratt's Speed and Direction Indicator. Granville's Electrical Log. Fiske's Electrical Range Finder. Electrical and other Instruments.

4419 **Heath & Co., Limited,** 115, *Cannon Street, London, E.C.*
Nautical Instruments. Smith & Heath's Patent "Reliable" Compass and Binnacle. Heath's Patent "London Polaris" (for accurately determining the position of a ship's course without tables). Heath's Patent "Binnacle Tripod Course Corrector." Heath's Patent Liquid Compasses. Heath's Patent Sextants. Heath's Patent "Argus" Binocular Glasses.

4420 **Thomas Walker & Son,** 58, *Oxford Street, Birmingham.*
Ship Logs. Sounding Machines. Log Lines. Magnetic Bars (for adjusting Ships' Compasses). Magnetic Needles (for Ships' Compases).

4421 **James White,** 16, 18 *and* 20, *Cambridge Street, Glasgow.*
Sir Wm. Thomson's Standard Compasses, Admiralty, Merchant Service, and Yacht's Pattern.
Ditto. Torpedo Boat Compass.
Ditto. Navigational Sounding Machines, two patterns.
Marine Voltmeter.
Marine Ammeter.

Sails, Flags, Shipchandlery.

LANE & NEEVE,

97, LEADENHALL STREET, LONDON, E.C.

AWARDED FOR

SAILS, FLAGS, AND BUNTING,

Gold Medal, International Exhibition, London, 1885.
First Order of Merit and Bronze Medal, International Exhibition, Adelaide, 1887.
First Class Award, Centennial Exhibition, Melbourne, 1888.

Telephone No. 4445.
Telegraphic Address—"LANE, NEEVE, LONDON."

SAIL AND FLAG MAKERS AND SHIPCHANDLERS,

SAIL CLOTH, BUNTING, &c.

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SAIL LOFT - - **NORWAY PLACE, COMMERCIAL ROAD EAST, E.**
FACTORY - - **BLACKHORSE YARD, ALDGATE, E.**

MODELS SECTION.

SUB-DIVISION—BOAT LOWERING AND LIFE SAVING APPARATUS.

4422 **James Beynon,** 86, *Janson Road, Stratford.*
Working Model of improved method of, and appliances for, Housing and Launching Ships' Boats. (The Model, together with patterns for castings, were made by the Inventor.)

4423 **Dr. T. S. Hosford,** 33, *King Street, Guildhall, London, E.C.*
Boat Lowering Apparatus, with automatic or hand detachment for use when the boat is water-borne.

4424 **John Goodridge, I.N.A.,** *Portswood, Southampton, Hants.*
"The Goodridge Collision Stop-Gap."

4425 **Alfred C. Stockwell,** 1, *Retreat Villas, Catford, S.E.*
Model of Collapsible and Reversible Life Raft. Model of Collapsible and Reversible Life Boat Raft.

4426 **Henry Farquhar Holt** (*Chairman of Committee, Shipmasters' Society*), 60, *Fenchurch Street, London.*
Half Block Model of H.M.S. "Dictator," 64 guns, built 1778.
Half Block Model of Ship "Hindostan," 1832.
Model of Boat, with lowering and disengaging gear.
Model of Ship's Boat fitted with necessaries.
Models of Standard Formulæ of Spherical Trigonometry.

4427 **John Bond & Son,** *Bond's Wharf, Orchard House, Blackwall, E.*
Clifford's Patent Boat Lowering and Releasing Apparatus.

4428 **Mr. F. Brewster (trading as The Unsinkable Boat Company),** 3, *College View, Wharf Road, Cubitt Town, E.*
(i.) Outside Buoyancy for Ship's Boats (special desing for boats of H.M. Navy).
(ii.) Life-jackets (special designs for ordinary use and for Torpedo Service in H.M. Navy).
(iii.) "Cork Concrete" as substitute for metal and other air tanks in boats, &c.
(iv.) "Stowaway" and other Life Buoys, made of "Cork Concrete."
(v.) Buoyant Deck Seats and Lockers.
(vi.) Patent Life-belts and Cushions made of "Elastic Cork."
(vii.) Patent Sea-anchor and Oil Distributor.
(viii.) Patent Boat Detaching Gear (full-sized example).
(ix.) Rescue Ropes and Life-saving Garments (various).
(x.) Deck Bridge and Saloon forming Life-raft (model).

4429 **Frederic Albert Adey,** "*Glenelg*," *Weston-super-Mare.*
Combined Ship's Buoy. Intended for the purpose of locating sunken wrecks; for saving life by means of the life-lines fixed round the upper part of the Buoy; for intimating, by a system of automatic firing of time rockets and blue lights, the fact of a catastrophe having occurred, and also the name, date and time the vessel was lost.

4430 **Charles Elms & Co.,** 36, *Mount Stuart Square, Bute Docks, Cardiff.*
Model Life Boat, lying in chocks, with davits and tackles. Tackles fitted with Duinker's Patent Boat Lowering gear.

4431 **D. H. Willey,** *Tynemouth Villa, Lodge Road, Southampton.*
Engaging and Disengaging Gear fitted to two boats hung in davits; by means of which boats may be quickly engaged to the davit tackles, and disengaged simultaneously at both ends, either before or after reaching the water.
One boat is in chocks, and in connection with the holding down chains is an improved slip fitting for rapidly letting go.

4432 **Simpson, Mackirdy & Co.,** 29, *South Castle Street, Liverpool.*
Models of Simpson's Patent Ship's Boat Disengaging Gear; Simpson's Patent Ship's Boat Chocks (collapsible); Morgan's Patent Davits (simultaneous lowering); Absaloms' Patent Davits (automatic boat launching).

4433 **Arturo de Rossi-Gallico, C.E.** (as Representative of the Hon. Bank of Genoa, and of Cap. C. Ingaramo). "*The Jerusalem*," *Cornhill, London, E.C.*
Patent Italian Instantaneous Self-Inflating Lifebelt.

4434 **M. H. Cameron,** *Rydal Mount, Chester Road, Stretford.*
Model of Patent Automatic Disengaging Gear for Ship's boats. Scale 1 inch to 1 foot.

4435 **J. Morton Hale,** 131, *Torriano Avenue, Camden Road, N.W.*
Brass Model of Hale's patent alternately-reversed oblique-bladed Paddle-Wheel, with Helical Blades.
Scale Working Model of a Lifeboat fitted with Hale's Propeller in a chamber in the stern, and with ten inboard levers for driving the same by a rowing movement.
Small Scale Models of three types of Hale's patent pedally-propelled Boats or Water-Cycles.

4436 **James Gillings,** 71, *King's Road, Chelsea, S.W.*
Oil Bags for the application of oil for breaking the force of the sea (two sizes).

4437 **Robinson & Co.,** *West End Terrace, Chiswick, London.*
Robinson's Patent Boat-Disengaging Gear.

4438 **Edward J. Hill,** *Westminster Chambers,* 11, *Victoria Street, London, S.W.*
Hill & Clark's Patent Automatic Boat Disengaging Gear—A shape.
Ditto ditto ditto B shape.
Edward J. Hill's Patent Boat Disengaging Hooks—C shape.
(Working Automatically by the Coxswain in charge of the boat, or by the Officer on board the ship.)
Edward J. Hill's Patent Boat Lowering Apparatus.
Ditto. Patent Folding Life Raft.

4439 **The Berthon Boat Company, Limited,** 50, *Holborn Viaduct, London.*
Collapsible Boats. Sea Anchors for Boats. Sea Anchors for Ships. Means of avoiding Collisions at Sea. Boat Disengaging Gear.

4441 **W. F. Rees (R.N.),** *Royal Naval College, Greenwich.*
Rees' Patent Ship's Davits and Releasing Boat Chocks. Rees' Patent Ship's Boat Disengaging Hooks. Reid's Steam Reducing Valve. Reid's Vulcan Lubricator. Reid's Weldless Steel Chains. Reid's Pitchometer.

4442 **William Maddison Ward,** *Blyth, Northumberland.*
Ward's Patent Improved Automatic Detaching Gear for Ship's Boats. Ward & Gray's Patent Instantaneous Engaging and Disengaging Hook for Ship's Boats.

4443 **James Sample,** *Industrial Terrace, Wallsend-on-Tyne.*
Detaching and Picking-up Gear for Ship's Boats.

4444 **Joseph Robinson Pim,** *Ardview, Tramore, Waterford.*
Wooden Model representing part of ship with raft, for launching boat on same.

4445 **William Mills,** *Bridge Crescent, Sunderland.*
Model Boats, fitted with Mills' Patent Engaging and Disengaging Gear, complete on model of ship's deck, with davits, &c.
Full-sized Gear fitted in skeleton boat, showing the complete working of the arrangement.

4446 **Colonel H. B. Hanna,** 55, *Parliament Street, London, S.W.*
(1) Model of a Floating Battery fitted with Patent Rudders. (2) Model of Apparatus for lowering Large Boats. (3) Model of Apparatus for Lowering Small Boats.

4447 **George Frederick Parratt,** 10, *Denbigh Street, S.W.*
Patent Deck Seat Safety Raft. The invention consists of three copper pontoons, which serve as deck seats. The centre pontoon is a lifeboat with folding sides. These sides are fixed in a horizontal position, and the two side deck seats are rolled underneath and fixed by clamps.

4449 **Arnold & Sons,** 35 *to* 37, *West Smithfield, E.C.*
Patent Folding Ambulance Chair. Surgical Dressing Waggon. Oxy-hydrogen Lamp for surgical examinations. Operating Chair and Couch combined. Table for surgical operations. Stretchers. Ambulance Baskets, and other surgical instruments.

4451 **The Line-Throwing Gun Company, Limited,** *Dundee.*
Patent Signal Gun, constructed to project a strong line a quarter of a mile. Shoulder-Gun to project a strong line 150 yards.

4452 **F. D. and A. K. Brown,** *Westminster Chambers,* 1, *Victoria St., S.W.*
Day and Night Life Buoys, with Detaching Gear ("Whitby's" Patent).

4453 **Lewis Septimus Bickley,** 184 & 186, *Broadway, Cardiff.*
Patent Life-Saving Apparatus.

4454 **Henry E. Bowing,** *Mole Bank House, East Molesey, Kingston-on-Thames.*
Model with Boat Lowering Apparatus.

4455 **Israel Simons,** 40, *Hampstead Road, London, N.W.*
Life Saving Dress.

4456 **Messrs. Watkins & Co.,** *Orchard Yard, Blackwall.*
Full size model of P. & O. life boat fitted with the "Angove patent disengaging gear."
Life Boat, built for H.M. the King of Portugal.
Screw Steam Yacht "May Queen."
Half Models of Racing Cutters, "Bonina," "Fancy," and "Vinilia."
Half Models of Cruising Cutters, "Magnolia," "Winifred," and "Fee."
Half model of Cruising Yawl "Ilona."
Torpedo Boat built for the Greek Government.
Steam Yachts "Lily" and "Royal."

4459 **Royal National Life Boat Institution,** 14, *John Street, Adelphi, London, W.C.*
Model of a Self-righting Life Boat fitted with Water Ballast.
Ditto. ditto. fitted with Sliding Keels and Water Ballast.

4459—*continued.*

Model of the Sailing Life Boat as adopted by the Institution on the Coasts of Norfolk and Suffolk.

Model of the Hydraulic Steam Life Boat of the Institution.

Model of the Safety Fishing Boat introduced by the Institution.

Model of the Life Boat Transporting Carriage, with the main wheels fitted with Tipping's endless Plateways.

Cork Life Belt used by Life Boat men. Life Buoy supplied to Life Boats. Model of Anchor used in Life Boats. Liquid Boat Compass supplied to Life Boats. Self-acting Relief Valve fitted in the Decks of Life Boats. Telescope furnished to Life Boat Stations. Loaded Cane and Line used by Life Boat men. Very's Signal Pistol and Cartridges. Lantern supplied to Life Boat Stations. Model of Canvas Drogue for Life Boats. Aneroid Barometer supplied to Fishermen and Coasters.

4460 **T. G. Tagg & Son,** *Island Launch Works, Hampton Court.*

Model of a Patent Life Boat and Deck Seat combined. Tagg & Scott Patent.

4461 **Vero & Besley,** 94 & 105, *Union Street, Borough, London, S.E.*

Patent Air Chamber Life-saving Appliances, viz., Lifeboatmen's Belts, Buoys, Floats, Jackets, Cork Helmets, and Caps.

4462 **R. J. Turk,** *Thames Side, Kingston-on-Thames.*

Model of a 12 ft. by 4 ft. 2 in. Centreboard Dinghy. Length, 6 ft. by 2 ft. 1 in., fitted with self-reefing gear sails, which can be diminished or increased without leaving the seat or touching the sail.

4462A **George Saxby Penfold,** 4, 5 & 6, *Hop Exchange, London, S.E.*

An Improved Fender for use by steam ships going at speed during fogs or snow storms in crowded waters.

4463 **The Life Boat Company, Limited,** 2, *Oswald Street, Glasgow.*

Models of Chambers & Liddell's Patent Unsinkable Semi-Collapsible Life Boats.

4464 **Commander John D'Arcy-Irvine, R.N.,** *Harbour House, Howth, Co. Dublin.*

Pneumatic Line-Throwing Gun. The Powder Line-Throwing Shoulder Gun, with Automatic Life Buoy. This Invention has for its object the effecting of a Line Communication for the purpose of Saving Life at Sea, &c.

4465 **W. E. Hutchinson,** 6, *Royal Exchange, Middlesbrough-on-Tees.*

Improved Life-saving Dumb-bell or Life Buoy.

4466 **Lieut. Frank A. S. Farewell, R.N.,** 5, *Medway Villas, New Brompton, Chatham.*

Patent Automatic Valve or Plug for Boats.

4467 **Armstrong & Stevens,** 15, *Whittall Street, Birmingham.*

Line-Throwing Gun (Stevens' Patent).

4468 **J. & A. W. Birt,** *Tower Works, Wapping, London, E.*

Life Belts and Life Buoys, according to the new Board of Trade Regulations. Life Belts of the Royal National Life Boat Institution. Life Belts of Her Majesty's Royal Navy. Life Belts, specially adapted for Fishermen. Cork Mattresses for the Royal Navy. Collection of Life Saving Appliances which gained the Gold Medal of the Royal Society of Arts. Working Model of the Rocket Life Saving Apparatus.

4469 **Thomas Stoward,** 12, *Grays Inn Road, London, W.C.*
Patent "Combinare" Buoyant Apparatus and Cushions.

4470 **The Mermaid Wave Subduer Company, Limited,** 19, *Castle Street, Liverpool.*
The Mermaid Buoyant Sea Anchor. The Mermaid Wave Subduer or Oil Distributor (various Patterns). The Mermaid Wave Subduer, fitted to Sea-Anchor. The Mermaid Oil Bag (various Patterns). The Mermaid Storm Oil. The Mermaid Floating Case (various Patterns). The Larsen Wave Subduer or Oil Distributor.

END OF THE COOK GALLERY.

A BRANCH PRINTING OFFICE of MESSRS. W. P. GRIFFITH AND SONS, LIMITED, Old Bailey, Official Printers and Advertisers to the Exhibition, is situated in this Gallery, and Messrs. Griffiths' representative is instructed to show visitors the work in progress on presentation of Card.

PATENT "BITUMASTIC" PAINTS.

"BITUMASTIC" SOLUTIONS—Black, Red, or Grey, for protecting Ships Interiors and Decks.

The Original MARINE CEMENT for Ships' bilges.

WAILES, DOVE, & CO., Newcastle

Clyde Office: 6, OSWALD STREET, GLASGOW.

GEORGE SPILLER,

MANUFACTURING ✦ OPTICIAN,

3, WIGMORE STREET, CAVENDISH SQUARE,

LONDON, W.

Specialist for Naval and Military Binoculars and Opera Glasses.

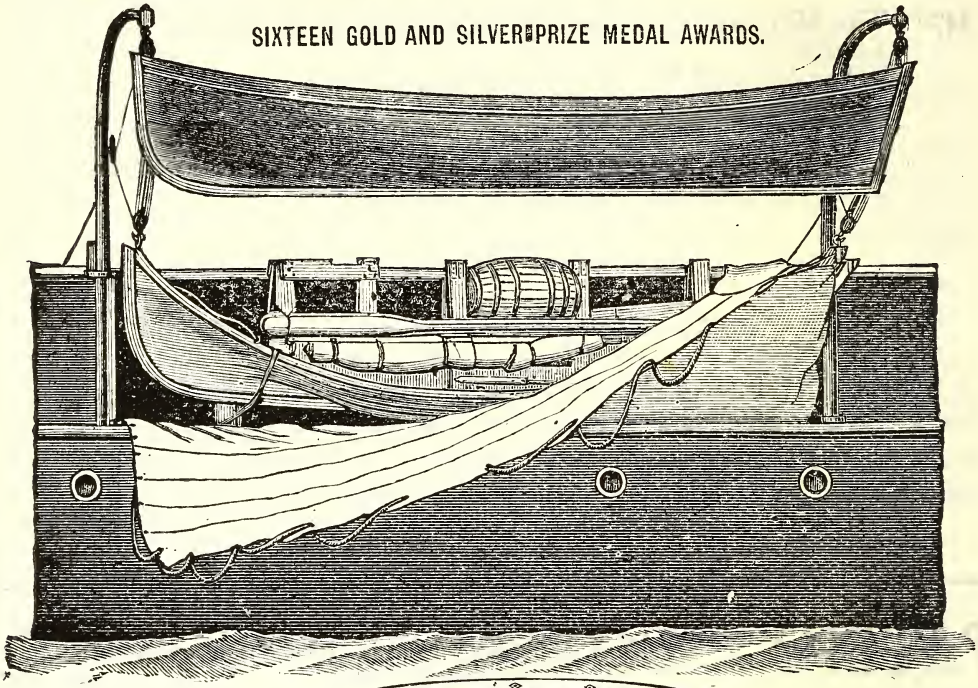
N.B.—The Berthon Boats are exhibited at Stand No. 22 in the Cook Gallery, and will also be shown on the Lake in the Grounds.

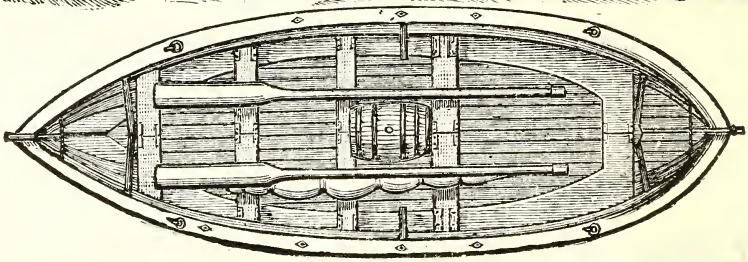
BERTHON COLLAPSIBLE LIFE BOATS

(INSUBMERGIBLE).

Approved by Board of Trade under Merchant Shipping (Life Saving Appliances) Act, 1888.

SIXTEEN GOLD AND SILVER PRIZE MEDAL AWARDS.





Berthon Ship's Boat folded on davits, and plan of one ready for use.

PRICE LIST.

No.	Length	Breadth. Open.	Breadth. Collapsed.	Depth.	Cubic Feet of Air between Skins.	Carrying Capacity, by Board of Trade measurement.	Weight.	Price.
1	18 feet	6 ft.	22 in.	2 ft. 6 in.	45 cubic feet	20 adults	8 cwt.	£40
2	21 ,,	7 ft. 6 in.	24 ,,	3 ft.	70 ,,	35 ,,	13 ,,	60
3	22 ,,	7 ft. 6 in.	24 ,,	3 ft.	80 ,,	37 ,,	14 ,,	64
4	24 ,,	7 ft. 6 in.	24 ,,	3 ft. 3 in.	100 ,,	45 ,,	15 ,,	72
5	26 ,,	7 ft. 6 in.	26 ,,	3 ft. 6 in.	115 ,,	52 ,,	18 ,,	86
6	28 ,,	8 ft. 2 in.	26 ,,	3 ft. 9 in.	140 ,,	64 ,,	21 ,,	95
7	30 ,,	9 ft.	30 ,,	4 ft.	160 ,,	80 ,,	25 ,,	102

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MODELS SECTION.

SUB-DIVISION—MARINE ENGINES.

Turning to his right at the end of the **COOK GALLERY**, the Visitor will at once find himself in the

SEPPINGS GALLERY,

so named after Sir Robert Seppings, an eminent Naval Architect, who filled the office of Surveyor of the Navy in the reign of George IV. The contents of this gallery are of peculiar interest, consisting principally of Models of Marine Engines, and of Ships' Boats, Rafts, &c. In the case of the former the collection is necessarily not very large, but is compensated for by the importance and representative character of the exhibits. In the case of the Ship Models, however, there can be no question that so valuable and complete a collection has never before been got together.

MARINE ENGINES.

THE first attempt at applying steam-power to propel a vessel has been attributed to Blasco de Garay, who in 1543 is said to have propelled a boat of 200 tons displacement at a speed of one league per hour.

In 1690 a proposal to propel a boat by steam was made by Denis Papin and the engine actually constructed, but it was destroyed by boatmen of the Weser before being put into use.

About 1787 an engine was constructed by William Symington and fitted to a double boat belonging to Patrick Miller, of Dalswinton, which was driven by means of a paddle-wheel placed between the two parts of the boat. The trial was made in 1788 and was successful. In 1801 Symington constructed for Lord Dundas the "Charlotte Dundas" which was worked for some time on the Forth and Clyde Canal. This boat was fitted with a single paddle-wheel placed near the stem, driven by a horizontal direct acting engine with connecting rod and crank.

In 1807 Robert Fulton, in America, produced the "Clermont" which was propelled by paddle-wheels driven by an engine of 20 H.P.

The first passenger steamer in Europe, the "Comet," ran on the Clyde between Glasgow and Greenock. She was constructed in 1812 by Henry Bell. The engines were of a design somewhat similar to the side lever engines of a later day.

Steam vessels were introduced into the Royal Navy about 1827. On December the 4th of that year three small paddle steamers, called respectively the "Echo," "Lightning," and "Meteor," were commissioned. The engines of these boats were of 100 nominal horse-power, and are well represented by Model (1) in Messrs. Maudslay's collection.

Between this date and 1840, seventy other steam vessels were added to the Navy, the majority being fitted with flue boilers and side lever engines, working with a steam pressure of 4 lbs. per square inch above the atmosphere.

A simple type of engine for driving paddle-wheels is that known as the Oscillating Engine, which was first adopted for marine purposes by Messrs. Maudslay, and subsequently perfected by Mr. John Penn. In this type of engine the connecting rod is dispensed with, the piston rod being connected directly with the crank, thus economising space as far as possible. This is the type now largely adopted for paddle-wheel vessels, and is illustrated by models No. 1 of Messrs. Penn's collection and No. 9 of Messrs. Maudslay's, the latter being a model of the engine fitted to H.M. Yacht "Osborne."

Another type of engine used for driving paddle-wheels was Messrs. Maudslay's Double Cylinder Engine, in which the crosshead passed down between the cylinders, having a journal at its lower end to which the connecting rod was attached. This type is illustrated by model 2 in Messrs. Maudslay's collection, and was fitted by them to nine ships of the Royal Navy between 1840 and 1846.

A modification of this type is represented by models 3 and 4 in Messrs. Maudslay's collection, in which the crosshead works in a cylinder co-axial with the steam cylinder. No. 3 is suitable for paddle-wheels, and No. 4 for screw propulsion.

Between 1840 and 1850, tubular boilers were introduced. These were made much lighter and more compact than the flue boiler, and the working pressure of steam raised to from 10 to 15 lbs. per square inch above the atmosphere. During the same period the substitution of the screw propeller for the paddle-wheel began to grow general, and its adoption necessitated a higher speed of propeller shaft than in the paddle-wheel vessels. This was first obtained by gearing the engine, as it was not then possible to drive the piston at the high speed necessary for connecting the engine direct to the propeller shaft. Improvements were, however, soon made, so that the speed of piston could be sufficiently increased to allow the crank and propeller shaft to be directly connected. In this case the close proximity of the cylinders to the centre line of the ship when the engines were horizontal made it difficult to get a connecting

rod of suitable length to work between the cylinder and the crank. To overcome this difficulty two types of engines were introduced. One was the trunk engine invented by the late Mr. John Penn, in which a large hollow trunk fixed on the piston was substituted for the piston rod and the connecting rod attached directly to a journal in the centre of the piston itself. The other was the Return Connecting Rod Engine in which there were two or four rods to each piston passing symmetrically above and below the crank shaft to the opposite side of the ship. The further ends of these rods were fixed to a cross-head having a journal at its centre from which the connecting rod worked back to the crank. The first of these two types is shown by Model No. (2) of Messrs. Penn's collection which represents the engines of H.M.S's. "Minotaur" and "Northumberland," made in 1865. The second is illustrated by Models (5), (6), (7) and (8), of Messrs. Maudslay's collection. Between 1851 and 1860, Messrs. Maudslay fitted 42 ships of the Royal Navy with engines similar to No. (5); 13 similar to No. (6) between 1854 and 1861; four similar to No. (7) in 1861 and 1862; and 6 similar to No. (8) between 1860 and 1865.

It may be remarked that several ships were still successfully fitted by Messrs. Humphrys, Tenant & Co., with the direct acting type of engine, This firm has also in recent years made very many engines for ships of the Royal Navy. Model (11) represents a horizontal engine, direct acting, as fitted in the Danish frigate "Thor" in 1850.

The majority of steam-ships built during the years 1850 and 1860 were with horizontal screw propeller engines having jet condensers and working with a steam pressure of 20 to 25 lbs. About 1860 the adoption of surface condensation became general, and this by considerably reducing the element of danger due to the deposition of solid matter on the heating surfaces rendered the use of high pressure steam possible and led to the introduction of compound engines and cylindrical boilers. The increase in the pressures of the steam made compound engines, in which the expansion is carried out in two cylinders, a necessity, and the first ship of the Royal Navy fitted with them was the "Constance" whose engines were constructed in 1863, by Messrs. Elder & Co., of Glasgow. Model No. (3) in Messrs. Penn's collection represents a three cylinder simple expansion engine, which can by an adjustment of the stop valves be converted into a compound engine, made by Messrs. Penn in 1876, for the Royal Italian Vessel "Christoforo Colombo." No. (12) of Messrs. Maudslays Models represents a set of Vertical Compound Engines, fitted by them in White Star Company's vessels "Britannic" and four others in 1870 and 1871, and also in several ships of the French Transatlantic Company. As the pressures of steam increased above 100 lbs. per square inch the variation of temperature in each cylinder of the compound engine became so great as to prevent the full economy due to the high pressure and consequent great expansion being attained, on account of the loss from lique-

faction. To meet this difficulty, Mr. A. C. Kirk, of the firm of Messrs. Napier & Sons, Glasgow, introduced the triple expansion engine in which the expansion is carried out in three stages in separate cylinders, thus reducing the range of temperature in each cylinder. A set of these engines was fitted in 1874, to the S.S. "Propontis" working with a steam pressure of 150 lbs. per square inch, and gave good results, but very little further was done in this direction until in 1881, when Mr. Kirk fitted a set of triple expansion engines on board the S.S. "Aberdeen," the results in this instance were so satisfactory that other engines of this type soon followed and are now generally adopted. All the recent ships built for the Royal Navy are fitted with triple expansion engines. The photograph in Messrs. Penn's collection represents the engines of this type now being fitted in H.M.S's. "Sappho" and "Scylla," they are twin screw of 900 I.H.P., with a working pressure of 155 lbs. per square inch. The Model exhibited by Messrs. Hawthorn, Leslie & Co., is a good specimen of this type of engine. H.M.S. "Blenheim" (9000 tons displacement) now being built at the Thames Iron Works is fitted with twin screws, each screw being driven by two sets of engines of this type which are guaranteed to develop a total power of 20,000 horses.

MARINE ENGINES, ACTUAL AND MODEL.

4478 **Case of Paddle Wheel Models** (various inventors).

4479 **Case of Models of Screw Propellers,** Lifting and Feathering (various inventors).

Lent by the Lords Commissioners of the Admiralty.

4480 **Messrs. Bullivant & Co.,** 72, *Mark Lane, E.C.*

(1) Model of Engines of H.M.S. "Gorgon," 520 H.P., made in 1838, size 1 ft. 9 in. × 1 ft. 2 in.
(2) Ditto. Seaward's Folding Propeller, 1848, size 1 ft. × 2 ft. 2 in.
(3) Ditto. Propeller by Ericsson, 1836, size 7 in. × 7 in.
(4) Ditto. Seaward's Atmospheric Engine, 1839, size 1 ft. 7 in. × 1 ft.
(5) Ditto. Seaward's Feathering Paddle Wheel, 1835, size 1 ft. 8 in. × 1 ft. 2 in.

4481 **Maudslay, Sons, & Field, Limited,** *Lambeth, London.*

Working Models of Marine Engines, being types fitted in ships of the Royal Navy, &c., from 1823 to 1874.

Various Drawings and Models illustrating the progress of marine engineering from 1823 to the present time.

Screw Cutting Lathe, invented and made by Henry Maudslay at the end of the last century, and fitted with his original slide-rest. This is the first lathe of the kind made, and is the machine from which all universal threads in screws originated.

Air Compressing Machine for working torpedo gear, part of the machinery for H.M.S. "Royal Arthur," made for a working pressure of 1,700 lbs. on the square inch, and tested to 2,550 lbs. on the square inch.

4482 **R. & W. Hawthorn, Leslie & Co., Limited,** *St. Peter's Works, Newcastle-on-Tyne.*

Model of Triple Expansion Engines for the Royal Italian Twin Screw Armour Clad "Sardegna," now being constructed by the Societa Hawthorn-Guppy, Naples, from the designs of the Exhibitors. Scale of model, 1½ in. to the foot. The engines of the "Sardegna" are capable of developing an aggregate power of 25,000 horses, the largest power hitherto put into any vessel. The model (made by Mr. J. G. Allison, of Sunderland) represents the machinery in the starboard engine-room.

4483 **The General Engine and Boiler Co.,** *Hatcham Iron Works, New Cross, London, S.E.*

Triple Air Compressing Engine for Torpedo service. Single Air Compressing Engine, with Reservoir, for Torpedo service. Vertical Compound Engine for driving Dynamos. Horizontal "Express" Engine.

4484 **Fleming & Ferguson,** *Phœnix Works, Paisley.*

Model of Steel Screw Yacht "Hermione," built for Messrs. J. W. & R. Allan, of the Allan Line of Steamships.

Ditto. Steel Screw Yacht "Imogen," built for J. R. Wood, Esq., Newcastle, N.S.W.

Ditto. Steel Screw Yacht "Skeandhu," built for Rev. Sholto Douglas, Campbell Douglas, Coatbridge.

Ditto. Hopper Dredger "David Davies," built for Barry Dock and Railway Company; dredging capacity, 700 tons per hour from 35 feet depth; carrying capacity, 90 tons of dredgings, with traversing gear to enable the dredger to cut her own flotation.

4485 **W. H. Allen & Co.,** *York Street Works, Lambeth, S.E.*

18-inch Pumping Engine, capable of lifting 60,000 lbs. of water per minute from a depth of 25 feet, constructed specially for H.M.S. "Royal Oak."

4486 **John Penn & Sons, Limited,** *Greenwich, S.E.*

Working Model of an Oscillating Engine of 500 nominal H.P., made for H.M. Ship "Sphinx" in 1846. Cylinders, 80½ in. diameter × 6 ft. stroke; pressure of steam, 6 lbs. per square inch.

Working Model of a Single Screw Horizontal Trunk Engine of 6,700 I.H.P., made for H.M. Ships "Minotaur" and "Northumberland" in 1865. Cylinders, 104 in. effective diameter × 4 ft. 4 in. stroke; pressure of steam, 25 lbs. per square inch.

Working Model of a Single Screw Vertical Engine of 4,000 I.H.P., made for the Royal Italian vessel "Christoforo Colombo" in 1876. These Engines are of John Penn & Sons' Patent 3-cylinder Expansion type, and can be converted into Compound Engines of 2,000 I.H.P. by adjustment of the steam stop valves. The Cylinders are 62 in. diameter × 3 ft. 3 in. stroke. A Surface Condenser and Centrifugal Pump are fitted for condensing the steam. The pressure of steam is 60 lbs.

Set of Photographs of the Engines now being fitted in H.M. Ships "Sappho" and "Scylla." The Engines are Twin Screw of the Modern Triple Expansion type of 9,000 I.H.P., with Vertical Cylinders of 33½ in., 49 in., 74 in. diameter respectively, and 3 ft. 3 in. stroke. The Surface Condensers are built entirely of brass, and are worked in connection with Centrifugal Pumps driven by independent engines. The steam pressure is 155 lbs. per square inch.

PALMER'S SHIPBUILDING & IRON COMPANY, LD.,

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Length	440 Feet.
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Depth of Water on Sill and Blocks—	
Ordinary Spring Tides	18 ,,
Neap Tides	15 ,,
PATENT SLIPWAY—	
Length	600 ,,
Capable of accommodating Vessels up to Gross Register.	1,600 Tons

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Mountings for Land and Sea Service.
Field Artillery and Quick Firing Guns.
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SHIP MODELS.

THE Models exhibited may be regarded as forming two groups, one consisting of ships built for war purposes, and belonging almost exclusively to the British Navy; and the other, of ships exhibited by the various Shipbuilding Firms in the British Empire.

The models in the second group include many types of war vessels, and the finest ships in the Mercantile Marine. These models are for the most part prepared in the best style of modellers' work.

Many of the models in the first group have been prepared for the use of the designers, and not for exhibition.

They illustrate the gradual increase in offensive and defensive power, and the changes which have been caused by the introduction of steam power for propulsion, and armour for defence.

Ships often undergo many changes in rig, armament, and appearance, during their existence; and Officers and Men who have served in the ships must be prepared to find in the models occasional variations from the conditions with which they were familiar in the ships.

INDICES FOR GUIDANCE IN SEEING THE MODELS OF SHIPS.

There is an Alphabetical Index of Ships' Names on page 441 and following pages, which includes every Ship represented. This index gives the Catalogue Number of the Exhibit.

Some of these are in the Historical Series, formed mainly of loans from the Lords Commissioners of the Admiralty, but including also a few good models lent by private persons. Many others are included in Trade Groups. So far as these last are concerned a description of each ship represented is included in that of the General Exhibit of the Shipowner or Shipbuilder.

HISTORICAL SERIES.

All the ships included in this series are described in the following pages.

In this series there is a good collection of models of Ships of War of the eighteenth century, some of British design, and some captured ships.

Of seventeenth century ships there are three models, viz., the "Royal Sovereign," the "Royal William," and the "Ruby."

Of sixteenth century ships there are only the very doubtful models of the "Great Harry."

THE SCALE OF MODELS.

The models are made upon very different scales, and although the scale is usually stated upon the model, visitors may find a difficulty in appreciating the various sizes of the ships.

To meet this difficulty a number of miniature models of existing British Ships have been made upon an uniform scale; and it will be easy by studying this group (No. 4725) to realise the differences in size of the various ships shown on larger scales in the Exhibition.

SHIPS, BOATS, AND RAFTS, MODELS AND DRAWINGS.

4487 **G. Edward Tarner**, 35, *High Street, Marylebone, London.*
Combination of Hollow End-Compartments, with Girder Keel, for increasing the safety of ships by additional power of flotation and greater strength.

4488 **Edwards & Symes, Engineers and Shipbuilders,** *Millwall, E.*

MODELS OF LIGHT DRAUGHT STEAMERS.

SS. "Hermione," Teak Built Screw Steam Pleasure Yacht.

T.S. Steamer "Sergei Witte," 180 ft. × 27 ft. 6 in. × 7 ft. 6 in., built of Steel, to carry 520 tons on 5 ft. 6 in. draft of water.

Light Draught Paddlewheel Steamer, 107 ft. × 18 ft. × 5 ft. 6 in., for surveying on the Nile, for the Egyptian Government.

P. W. Steamer "Silva Americano," 140 ft. × 18 ft. × 6 ft., for service on the River Quanza, West Coast of Africa.

P. W. Steamer "Cardinal Wolsey," specially designed with the extraordinary light draught of 18 inches for the service of the Victoria Steam Boat Association's Traffic from London Bridge to Hampton Court.

Sternwheel Steamer, 140 ft. × 28 ft. × 4 ft., fitted with Saloons and Sleeping Cabins for service in hot climates.

P. W. Steamer "Corconera," 80 ft. × 11 ft. × 5 ft. 6 in., for service at Santander, North Coast of Spain, to carry 150 to 200 passengers on 2 feet draught of water.

SS. "Escort," a photograph of a powerful Screw Steam Tug and Water Boat, 112 ft. × 23 ft. × 11 ft., for service at Bombay for the British India Steam Navigation Company.

4489 **Forrestt & Son,** *Norway Yard, Limehouse, London, E., and The Shipyard, Wyvenhoe, Essex.*

Half Models of the—

"Creole," Composite 40 rater Yacht.

"Southern Cross," Composite Auxiliary Steam Yacht, for the Melanesian Mission.

"Archie," Composite 5 rater Yacht.

"Lady Hermione," Composite Yawl, built for His Excellency the Marquis of Dufferin and Ava, K.T.

"Bonanza," Iron Steam Yacht.

"Midge," Screw Launch for the Crown Agents for the Colonies.

"Wyvern," Composite Screw Tug.

Twin Screw Launch for the Congo.

Sidewheel Launch for the Congo.

56 feet Vedette Steam Pinnace for the Admiralty.

Sternwheel Steamer.

Barge.

Whole Models—

Twin Screw Steamer, 140 ft. long, for Lake Windermere, for the Furness Railway Company.

Sternwheel Steamer for the Brazilian Government.

Steel Whale Boat for the Emin Bey Relief Expedition.

Patent Life Rafts.

4490 **John I. Thornycroft & Co.,** *Chiswick, London, W.*

Models of—

H.M. Torpedo Vessel "Lightning," the first Torpedo Boat built for the British Navy.

First Class Torpedo Boat of "Coureur" (French) type.

First Class Torpedo Boat of British Royal Navy type.

Second Class Torpedo Boat of British Royal Navy type.

Guard Boat for Mine Fields.

Patrol Steamer.

Thornycroft Water-Tube Boilers.

4490—*continued.*

Model of Shallow Draught Steam Launch.

Working Model of Steamer, made by the late Mr. Thomas Thornycroft in 1856, with fan for forcing the draught.

Photographs of—

Shallow Draught Patrol Steamer.

Spanish Torpedo Boat "Ariete," taken while running at a speed of 26 knots per hour.

Water-Tube Boiler.

Latest examples of Thornycroft First and Second Class Torpedo Boats.

4491 **Ismay, Imrie & Co.** (**White Star Line**), 10, *Water Street, Liverpool; and at London, Paris, New York, &c.*

Model of H.M. Armed Cruisers "Teutonic" and "Majestic," Royal Mail Steamers White Star Line.

Oil Painting of R.M.S. "Teutonic" leaving the Mersey, by W. L. Wyllie, A.R.A.

4492 **Union Steam Ship Company, Limited,** 94 & 96, *Bishopsgate Street Within, London, E.C.*

Full-rigged Model of the New Twin-Screw Royal Mail Steamer "Scot," 7,000 tons; 12,000 Horse-power; Length over all, 500 feet; Breadth, 54 feet 6 inches; Depth, 37 feet 6 inches; Speed, 18½ knots.

Whole Model of the Royal Mail Steamer "Mexican," 4,549 tons; 4,600 Horse-power; Length, 378 feet; Breadth, 47 feet; Depth, 29 feet 3 inches.

4493 **R. & H. Green,** *Blackwall Yard, London, E.*

(i.) Model of H.M.S. "Victory," 101 guns, 2164 tons, built at Chatham in 1765.

(ii.) Model of the Hon. East India Company's ship "Falmouth," built in 1752.

(iii.) Model of H.M.S. "Leander," 50 guns, built at Blackwall Yard in 1813.

(iv.) Section of ship made on board H.M.S. "Victory," planned by Admiral Lord Nelson, off Toulon, for fitting a prize, taken off that port, as a bomb-vessel.

(v.) Model of old Cutter, supposed to be a Trinity Yacht.

(vi.) Model of Paddle Steamer, built in 1890, for the Chirket Hairie Co., of Constantinople, for service in the Bosphorus, 165 ft. × 21 ft. × 10 ft., draft 5 ft. Engines 580 I.H.P.

(vii.) Model of Woolwich free Ferry Boats, constructed for the London County Council, 1889, 164 ft. × 59 ft. 4 in. × 7 ft., draft 4 ft. Machinery of 600 I.H.P.

(viii.) Model of auxiliary Steam Yacht, "Princesse Alice," building for H.S.H. the Prince of Monaco, 167 ft. × 27 ft. × 16 ft. 3 in., draft 12 ft. 9 in. Machinery of 350 I.H.P. (This yacht is being specially constructed with a view to carrying out scientific research in connection with deep sea sounding and dredging, the action of currents, etc.)

(ix.) Model of Steam Hydraulic Lifeboat, "Duke of Northumberland," 50 ft. × 14 ft. 3 in. × 5 ft. 5½ in., draft 3 ft. 3 in., built for the Royal National Lifeboat Institution. (This Lifeboat has been stationed since October, 1890, at Harwich, and since that time has been very successful in rescuing a number of crews from wrecked vessels during the exceptionally heavy winter of 1890 and 91.)

PICTURES.

Finished Sail Plan, showing elevation, bow and stern, of the "Fal-

4493—*continued.*

mouth;" launched at Blackwall, 1752. Length of keel 108 ft. 9 in., breadth 34 ft.

Profile of ditto.

Constructive Plan of ditto.

Photograph of similar drawing of the "Earl of Wycombe," built at Blackwall, 1795.

Three Pencil Pictures of the "Royal William," built in 1726.

Plans of Woolwich, Deptford, Chatham, Sheerness, and Portsmouth Dockyards.

4494 **Burchell & Austin.**

Model of Patent Protected Propeller.

4495 **F. J. Candy,** 10, *Norham Road, Oxford.*

Model of a set of three collapsible boats, showing how they may be carried on deck so as to be readily available.

4496 **Eastern Telegraph Company, Limited.**

(i.) Sir William Thomson's Syphon Recorder, for cable working, latest form with permanent magnets, and in which the ink is caused to flow through the syphon by Ash & Tuck's Vibrator.

(ii.) Saunders' Recorder Sending Key, with duplicate spring rubbing contacts.

(iii.) Saunders' Recorder Sending Key, as found in Company's office at Alexandria after a visit of the Egyptian rebels during the bombardment.

(iv.) Saunders' Magnetic Transmitter, for improving signals.

(v.) Smith's Switch, for sending and receiving on Recorder.

(vi.) Saunders' Universal Testing Key, adapted more particularly for taking Dr. Muirhead's capacity test.

(vii.) Saunders' Battery Reversing Testing Key, with spring sliding contacts.

(viii.) Saunders' Fine Wire Copper-Tube Lightning Guard, for protection of submarine cables.

(ix.) Unigraph (small portable Sounder and Key combined for field and office work). Designed by T. A. Bullock and A. C. Brown.

(x.) Fifty Fathoms of Ordinary Deep Sea Cable, for sandy bottom.

(xi.) Profile Chart of Bed of the Atlantic, made by Capt. J. Hales-Dutton.

(xii.) Chart of the World, showing principal telegraph lines.

(xiii.) Water-Colour Sketch of SS. "Great Eastern," by Robert Dudley.
Lent by Sir James Anderson.

(xiv.) Model of the Steel SS. "Mirror," forming one of the fleet of six cable-repairing ships belonging to the Eastern Telegraph Company. Length, 255·7; Breadth, 34·1; Depth, 17·6; Tonnage, gross, 1545, net, 790. Engines—Inverted Compound, 26″ and 46″—36″; 1 h.p. 1,100. Built and Engined by R. Napier & Sons, Glasgow, 1885.

(xv.) Case containing three pieces of Cable, with growth attached, picked up in Red Sea.

(xvi.) Piece of Suez and Suakim Cable, picked up covered with coral.

(xvii.) Piece of Cable with Coral Growth, picked up off Port Darwin, South Australia.

(xviii.) Two Jars containing Two Snakes, picked up off Batavia and Saigon.

(xix.) Submarine Vegetation, picked up with Cable in the Straits of Malacca.

(xx.) Specimen of Boring Worm.

(xxi.) Specimen of Cable Core eaten through by same.

4496—*continued.*

(xxii.) Case containing Specimens of different types of Cable comprised in the Aden-Natal Sections.

4497 **Robert Stephenson & Co., Limited,** *Newcastle-on-Tyne.*

Full-rigged Model of H.M.S. "Sybille," Second Class Cruiser.

4498 **Wm. Simons & Co.,** *London Works, Renfrew, near Glasgow.*

Complete model of the Patent Stern Well Hopper Dredger, "St. Andrew," built for Her Majesty's Government and engaged deepening the dockyard at Portsmouth. This vessel has capacity in its hoppers for 500 tons of dredgings, and the buckets are capable of raising a similar quantity of free soil per hour. It can dredge to a depth of 40 feet below water level.

Complete working model of a Patent Elevating Steamer for Ferry Traffic, embarking and landing passengers, vehicles, &c., on the same level as the quay, irrespective of the height of the tide. The original is at work in Glasgow Harbour.

4499 **Donald Currie & Co., Managers of the Castle Mail Packets Company, Limited,** *3 and 4, Fenchurch Street, London, E.C.*

Full Models of the Royal Mail Steamers "Dunottar Castle" (5,465 tons), 7,000 H.P.) and "Norham Castle" (4,211 tons, 4,000 H.P.), both of the Castle Line.

Photographs of South African Scenery, &c.

4500 **Robert W. Beaumont, Deputy Inspector-General of Hospitals, R.N.,** *Highcross, Maidstone.*

Models of Two Frigates, made from Beef Bones by French Prisoners, while confined in the Hulks at Sheerness or the Nore, during the French War in the early part of this century.

4501 **Captain Arthur Morrell, R.N.,** *T. S. "Cornwall," Purfleet, Essex.*

Model (in glass case) of H.M.S. "Galatea."

4501A **Model of H.R.H. the Prince of Wales' yacht "Aline."**

Lent by H. J. Jones, Esq., Guernsey.

4502 **J. P. Wright,** 38, *St. Peter's Road, Croydon.*

Models of Collapsible Dingey for Torpedo Boats or Yachts, and of Light Folding Boat for Explorers and Sportsmen.

4502A **Model of Punt for Half-decked Yacht or Fishing Smack.**

Lent by Lord de Ros.

4503 **Earl of St. German's,** 13, *Grosvenor Gardens, S.W.*

Model of Boat, with figures of Soldiers and Sailors, showing method of Landing Troops. Date, probably early in the 18th Century.

4504 **J. W. Peake, Esq.,** 44, *Kensington Park Gardens, W.*

Model of H.M.S. "Victory," made in Portsmouth Dockyard in 1760, at the time the original ship was laid down, by Mr. Henry Peake (afterwards Sir Henry Peake, Surveyor of the Navy). It is made of the same wood as the original, and is put together with pins.

4505 **Palmer's Shipbuilding and Iron Co., Limited,** *Jarrow.*

(i.) Model of H.M.S. "Resolution." Twin Screw First Class Barbette Battle Ship, length 380 ft., breadth 75 ft., draught 27 ft. 6 in., displacement 14,150 tons. I.H.P., 13,000, average speed at sea 17½ knots. Thickness of armour belt 18 in. Principal armament, four 67 ton guns in barbettes, and 10 6-in. guns at sides.

(ii.) Model of H.M.S. "Orlando." Twin Screw Belted Cruiser, length 300 ft., breadth 56 ft., draught 21 ft., displacement 5,000 tons, average speed at sea 19 knots. I.H.P., 8,621. Thickness of armour belt 10 in. Principal armament two 9·2-in. guns at ends and ten 6-in. guns at sides.

4505—*continued.*

(iii.) Model of H.M.S. "Surprise." Despatch Vessel, length 250 ft., breadth 32 ft. 6 in., draught 13 ft., displacement 1,400 tons, average speed at sea 18·62 knots. I.H.P., 3173.

(iv.) Model of Armed Despatch Vessel, length 275 ft., breadth 33 ft., draught 12 ft. 6 in., displacement 1,580 tons, average speed at sea 21½ knots. I.H.P., 10,000. Armament 10 Q.F. guns and three torpedo tubes.

(v.) Model of Twin Screw Steam Yacht "Irene," length 220 ft., beam 27 ft., depth 14 ft. 1 in., displacement 905 tons, average speed at sea 18·3 knots. I.H.P., 2,800.

(vi.) Model of SS. "Atalanta." Screw Steamer for Fruit Trade, length 235 ft., breadth 22 ft., depth 22 ft., displacement 1,915 tons, average speed at sea 16·25 knots. I.H.P., 3,000.

(vii.) Working Model of a set of Commercial Triple Expansion Engines, as fitted in Trading Steam Vessels; Cylinders 22, 35, 58 inches diameter, by 42 in. stroke, propeller 15 ft. 4 in. diameter, 17 ft. pitch, 54·8 square feet surface. I.H.P. on voyage, 1,000. Scale of Model, 3 inches equal to one foot.

(viii.) Samples of the various sections rolled in Iron and Steel.
Test pieces illustrative of the toughness and ductility of Steel Plates and Bars.
Samples of Hæmatite and Cleveland Pig Iron.
Comparative quantities of materials used in making Pig Iron.
Model of Jarrow Blast Furnace.

(ix.) Collection of Half Models, Photographs of Ships, etc.

4506 **Messrs. Samuda Bros., Limited,** *Poplar, London, E.*

(i.) Model of H.M.S. "Thunderbolt." Iron Armour Plated Floating Battery, built in 1856. Displacement, 1,800 tons. Engines (by Ravenhill), 200 H.P. (nominal). Iron armour plates 4 inches thick. Armament, 30 68-pr. guns.

(ii.) Model of the "Arminius." Iron Armour Plated Turret Vessel, built in 1864 for the Royal Prussian Navy. Displacement, 1,600 tons. Iron armour 4½ inches thick. Engines (by John Penn & Sons) of 1350 H.P. Armament, 4 8¼-inch bronze guns in turrets.

(iii.) Model of the "Kaiser" and "Deutschland." Iron Armour-Plated Central Battery Frigates, built in 1874 for the Imperial German Navy. Displacement, 8,000 tons. Iron armour 10 inches thick. Engines (by John Penn & Sons) of 8,000 I.H.P. Armament, eight 26-c/m and one 21-c/m Krupp guns.

(iv.) Model of the "Almirante Brown." The first war vessel built of steel and with steel faced armour. Steel Central Battery Corvette, built in 1880 for the Argentine Republic. Displacement, 4,333 tons. Steel faced armour 9 inches thick. Engines (by Maudslay, Sons & Field), 5,400 I.H.P. Armament, eight 8-inch B.L. guns and machine armament.

(v.) Model of the "Riachuelo," Steel Armour Plated Turret Ship, built in 1883 for the Imperial Brazilian Navy. Displacement, 6,000 tons. Steel faced armour 11 inches thick. Engines (by Humphreys, Tennant & Co.) of 7,500 H.P. Four 9·2-inches 22-ton guns in turrets, and six 6-inch guns and machine armament.

(vi.) Model of the "Mary Beatrice." Steel Paddle Wheel Passenger Steamer for the South Eastern Railway Company, for Channel Service, built in 1882. Displacement, 850 tons. Speed, 19 knots. Engines (by John Penn & Sons) of 2,900 H.P.

(vii.) Model of "The Shah," "Duke of Cambridge," "H.M. Stanley,"

4506—*continued.*

"Kaiser," "Bismarck," "Empress Frederick" (one model), Steel Paddle Wheel Passenger Steamers for River Service on the Thames, built in 1889 and 1891 for the Victoria Steamboat Association.

(viii.) Model of two Unsinkable Steel Paddle Wheel Passenger Steamers for Ferry and Excursion traffic, building for the South Eastern Railway Company.

(ix.) Picture of H.M.S. "Belleisle" and "Orion."

,, H.M.S. "Thunderbolt," H.I.M. Frigates "Kaiser" and "Deutschland."

Photograph of "Riachuelo," Brazilian Armourclad.

4507 **Corporation of the City of Winchester.**

Model of H.M.S. "Constance," Sailing Frigate of 50 Guns.

4508 **Telegraph Construction and Maintenance Company, Limited,** 38, *Old Broad Street, London.*

Model of the SS. "Great Eastern," fitted as a Telegraph Ship. *Lent by Captain R. C. Halpin, R.N.R., late Commander of SS. "Great Eastern."*

Model of the SS. "Britannia," Twin Screw Telegraph Ship.

Model of the "Sunk" Lightship, showing the system by which Telegraphic communication with the shore has been established.

Four Cases containing specimens of Cables laid since 1884.

Two Cases containing specimens of Cables recovered after several years' submersion, with marine growths attached, &c

Deep Sea Automatic Sounding Machine (Lucas's Patent), with Sinkers and Snappers for obtaining specimens of the bottom—suitable for depths to 5,000 fathoms.

Automatic Sounding Machine (Lucas's Patent), for use in depths not exceeding 400 fathoms—suitable for ships or boats.

Telegraph Cable Buoy, fitted with Flagstaff, Beacon, Lamps, &c.

The Grapnel which was lowered from the "Great Eastern," and successfully recovered, in 1866, the lost end of the 1865 Atlantic Cable, from a depth of 2,150 fathoms.

Centipede Grapnel, for use on rough or rocky bottom.

Grapnel with removable prongs. Broken prongs can be replaced.

Lucas's Patent Cutting and Holding Grapnel. In repairing Submarine Telegraph Cables in deep water this Grapnel is used to lift the bight of the Cable, cut off the part not required, and hold on to and bring into the Ship the end which is wanted for splicing.

Buoy Rope, Grapnel Rope, Torpedo Cable, Tools used in splicing Cables, Anchors and other objects recovered from the bottom during Cable operations.

4509 **Scott & Co.,** *Shipbuilders and Engineers, Greenock.*

Model of Sloop of War "Prince of Wales," constructed by Messrs. John Scott & Sons, Greenock, for the British Government, in 1803.

Model of Frigate "Melampus." Model made in 1808, at Barnstaple in Devonshire, by French prisoners confined there. The rigging is made throughout of human hair. All the blocks have sheaves, and the details of planking, guns, and fittings are complete to scale. Constructed by exhibitors at Greenock, 1889.

Model of H.M. Gun Vessel "Thrush," 805 tons; 1,200 H.P.; Six guns; commanded by H.R.H., Prince George of Wales, K.G.

4509A **Model of London, Chatham, and Dover Railway Co.'s Paddle Wheel Steamer "Empress,"** 1,084 tons, 6,000 H.P.

Lent by London, Chatham, and Dover Railway Co.

4511 **W. B. Bromley, M.Inst.C.E.,** *Crofton House, Lampton Road, Hounslow, W.*
Model of a New Ship, propelled by means of two screws fitted forward, one on each side of the Vessel. (Patented.)

4512 **Arthur L. Radford,** 58, *Leadenhall Street, London.*
Apparatus for Coaling Ships at Sea, either in Motion or at Anchor.

4512A **Metropolitan Asylums Board.**
Models of Hospital Ships "Maltese Cross" and "Castalia."

4513 **J. W. Owlett (late R.N.),** 36, *Hampden Road, Grays, Essex.*
Model of H.M. Schooner "Renard" (scale ½ inch to foot), 1 Gun, 33 Officers, and Men. Made by J. W. Owlett, late Quartermaster of the "Renard," during the years 1875—77.

4514 **Cunard Steam Ship Company, Limited,** 8, *Water Street, Liverpool.*
Model of Cunard Royal Mail Steam Ships "Umbria" and "Etruria." Scale ¼ inch to 1 foot. 8,000 tons gross; 12,000 I.H.P. Built and engined in 1884 by John Elder & Co., Glasgow.

4515 **Laird Brothers,** *Birkenhead Iron Works.*
Models of Vessels built by Messrs. Laird Bros., illustrating the progress in Ship Building since 1834 :—

EARLY IRON STEAMERS.—PADDLE WHEEL.

(i.) "John Randolph" (1834). Length, 110 feet; breadth, 22 feet; depth, 7 feet 6 inches; 249 tons; 60 H.P.
The first iron steamer ever seen on American waters, built at Birkenhead, taken to pieces, shipped at Liverpool, rivetted together on the Savannah river, where for many years she did service as a tug boat.

(ii.) The H.E.I.C. "Euphrates" and "Tigris" (1834). Length, 105 feet; breadth, 19 feet; depth, 7 feet 6 inches; 179 tons; 50 H.P.
Built for the Hon. East India Company for General Chesney's expedition for the exploration of the River Euphrates. These vessels were built at Birkenhead, taken to pieces and shipped to the coast of Syria, and after having been carried across the desert by camels, were put together and launched on the banks of the Euphrates by artisans sent from Birkenhead for the purpose.

(iii.) H.E.I.C. "Nemesis" (1839). Length, 169 feet; breadth, 29 feet; depth, 10 feet 3 inches; 660 tons; 120 H.P.
Built for the Hon. East India Company for service on the coast of India, and armed with two 32-pr. pivot guns. This vessel, though only drawing 5 feet of water, made the passage out to India round the Cape, a drop rudder and sliding keel, as shown on model, being fitted for that purpose. Under the command of the late Admiral Sir William Hall, she did distinguished service in the China Wars, her light draught enabling her to perform service which no wooden vessel in the fleet was able to accomplish.

CHANNEL MAIL STEAMERS.

(iv.) H.M.S. "Dover" (1840). Length, 113 feet; breadth, 21 feet; depth, 9 feet 10½ inches; 227 tons; 90 H.P.
This was the first iron mail steamer, and was built for the Admiralty. She carried the mails between Dover and Calais for many years, and afterwards did good service on the coast of Africa.

(v.) The "St. Columba" (1847). Length, 190 feet; breadth, 27 feet; depth, 13 feet 4 inches; 696 tons; 350 H.P.
Built to the order of the Government for the mail service between Holyhead and Dublin. One of the fastest vessels of her day.

(vi). The "Ulster," "Munster," and "Connaught" (1860). Length, between perpendiculars, 334 feet, over all, 348 feet; breadth, 35 feet; depth, 19 feet; 2,039 tons; 750 H.P.
Built for the City of Dublin Steam Packet Company, for the mail service between Holyhead and Kingstown. The "Connaught" attained a speed of over 18 knots, or 21 statute miles per hour, on her official trial at Stokes Bay. These three vessels, together with the "Leinster," built by Messrs. Samuda, still perform this service.

4515—*continued.*

(vii.) The "Ireland" (1885). Length, between perpendiculars, 360 feet, over all, 380 feet; breadth, 38 feet; depth, 19 feet 3 inches; 2,590 tons. Engines by Laird Brothers, 6,000 I.H.P. with forced draught. Speed, 22 knots.

Built for the City of Dublin S. P. Company for the Holyhead and Kingstown Mail Service.

EARLY SCREW STEAMERS.

(viii.) The "Robert F. Stockton" (1838). Length, 63 feet 5 inches; breadth, 10 feet; depth, 7 feet; 33 tons; 30 H.P.

One of the first screw steamers ever built; fitted with Ericsson's screw propeller. The propeller was unshipped for the voyage made under canvas from Liverpool to New York, where she was employed for many years as a tug boat.

(ix.) The "Forerunner" (1852). Length, 161 feet 6 inches; breadth, 22 feet; depth, 11 feet 4½ inches; 381 tons; 50 H.P.

Built for Macgregor Laird, Esq., the founder of the African Royal Mail Steam Navigation Company, of which she was the pioneer vessel.

(x.) The "Nubia" (1854). Length, 292 feet; breadth, 39 feet; depth, 27 feet 9 inches; 2,173 tons; 450 H.P.

Type of screw mail and passenger steamer of her date. Built for the P. and O. Company.

WARSHIPS, &c.

(xi.) The "Ottoman," 4,843 tons (1890). Length, 405 feet; breadth, 45 feet 6 inches; depth, 36 feet 6 inches; 2,750 I.H.P.

Built for the British and North Atlantic Steamship Co. Specially fitted for cattle.

(xii.) Picture of the Ferry Steamer "Nun" (1840). Length, 105 feet; breadth, 20 feet; depth, 8 feet 9 inches; 187 tons; 60 H.P.

The picture shows the "Nun" grounded on the stone pier at Birkenhead, her after end resting on the pier and her bow on the bare rock below, the distance between the points of support being 81 feet; the whole weight of the machinery, 65 tons, being in the middle of this unsupported space. She floated off the succeeding tide without having received the slightest damage. This incident, which occurred in 1842, went far to confirm the growing confidence in the strength of iron ships.

(xiii.) Laird's Patent Rudder.

Applicable to two-bowed ferry, tug, or gun boats, steering from each end. Patent dated 1843.

(xiii*a*.) Frigate, proposed to the Admiralty by the late Wm. Laird, Esq., 1836.

(xiv.) Bevis's Patent Feathering Screw.

To enable steamers to use their sail power with advantage without lifting the propeller.

(xv.) The "Blackcock," 330 tons (1886). Length, 145 feet; breadth, 22 feet; depth, 11 feet.

Screw Tug-boat built for the Liverpool Screw Towing and Lighterage Co. Engines triple expansion, 650 I.H.P.

(xvi.) The "Stormcock," 465 tons (1877). Length, 155 feet; breadth, 25 feet; depth, 12 feet.

Twin Screw Tug-boat built for the Liverpool Screw Towing and Lighterage Co. 1,200 I.H.P.

(xvii.) Chinese Gunboats "Fu Sheng" and "Chien Sheng," 256 tons (1875). Length, 87 feet; breadth, 26 feet; depth, 8 feet 3 inches.

Built for the Chinese Government. Armament, one 400-pr. 18-ton Vavasseur rifled gun.

(xviii.) H.M.S. "Wyvern," 1,827 tons (1863). Length, 220 feet; breadth, 42 feet; depth, 18 feet 3 inches.

H.M. armour-clad double turret ship, fitted with tripod masts. Four 12-ton rifled guns.

(xix.) H.M.S. "Rattlesnake," 524 tons (1886). Length, 200 feet; breadth, 23 feet; depth, 12 feet. Triple expansion engines, 2,700 I.H.P. Speed, 19½ knots.

Steel torpedo gunboat (or catcher). Armament, four torpedoes, one 4-inch B.L. gun, six 3-pr. Q.F. guns.

4515—*continued.*

(xx.) Chilian Turret Ship "Huascar," 1,101 tons (1865). Length, 190 feet; breadth, 35 feet; depth, 17 feet 10 inches. 1,600 I.H.P.
Armour-clad turret ship, built for the Peruvian Government, and captured (after a desperate resistance) by the Chilian Fleet, during the late war between Chili and Peru. Armament, two 12½-ton 300-pr. guns.

(xxi.) Chilian Torpedo Gunboats "Almirante Condell" and "Almirante Lynch" (1890). Length, 230 feet; breadth, 27 feet 6 inches; depth 14 feet 9 inches. Triple expansion engine, 4,500 I.H.P. Speed on three hour trial, 20½ knots. Armament, three 14-pr. and four 3-pr. Q.F. guns, two machine guns, and five torpedo tubes.

(xxii.) "9 de Julio" and "Independencia" (1891), River Ironclads, now building for the Argentine Government. Length, 240 feet; breadth, 44 feet; depth, 22 feet. Armament, two 24-c/m. guns in barbettes, four 4-7 c/m guns, four 3-pr. Q.F. guns, four 1-pr. guns, two torpedo guns.

(xxiii.) H.M.S. "Royal Oak," First-class Twin Screw Battle Ship (now building). Length, 375 feet; breadth, 75 feet; depth, 44 feet. Displacement, 14,300. 13,000 I.H.P. Armament, four 67-ton B.L.R., ten 6-inch and eighteen smaller Q.F., eight machine guns, and seven torpedoes.

(xxiv.) The "Columbia," Atlantic Mail Steamer. Length, 463 feet; breadth, 56 feet; depth in hold, 35 feet 8 inches; gross tonnage, 7,363 tons; engines triple expansion, 13,500 I.H.P. Average speed for four voyages, 18·57 knots. Average speed on best voyage, 19·15 knots.

4516 **Clark & Standfield.** *11, Victoria Street, S.W., and Grays Engineering Works, Grays, Sussex.*

IMPROVED SYSTEMS OF FLOATING DOCKS.

The Hydraulic Graving Dock.
The Depositing Dock and Gridiron Stage.
The Off Shore Dock.
The Self Docking Dock.
Mechanical Side Shores, and Self Centering Shores, Spring Booms.
Improved Bilge Blocks and Dock Appliances generally.

IMPROVEMENTS IN INLAND NAVIGATION.

The Hydraulic Canal Lifts at Les Fontinettes, France, and La Louviéré, Belgium.

4521 **A. & J. Inglis,** *Pointhouse Ship Building Yard, Glasgow.*

Full Models, in cases, of—

First-class ocean passenger and cargo Screw Steamer of 5,000 tons, specially adapted for East India trade.

First-class passenger and cargo Screw Steamer of 850 tons, for coasting trade.

Paddle Steamer of 2,800 tons, for Chinese river navigation, with a speed on service of 16 knots. Compound beam engine.

Steam Yacht of 200 tons.

4522 **E. Sydney,** 57, *Bath Row, Birminghom.*

New Improved Ventilated Portable Refrigerator.

4523 **William Crang (late R.N.),** 8, *Brassey Square, Shaftesbury Park, S.W.*

Working Model of 32 feet Barge, formerly belonging to the Royal Yacht "Victoria and Albert," fitted with the owner's system of disengaging hooks. Scale ½ inch to the foot. The whole made and fitted by the owner while serving as Chief Yeoman of Signals in H.M.S. "Duke of Wellington," at Portsmouth.

4524 **James S. Mackie,** 46, *Relf Road, Peckham Rye, London, S.E.*

Model of "Catamaran."

4525 **Acme Ventilating and Heating Company,** 35, *Tarleton St., Liverpool.*
Acme Patent Exhaust Circular Ventilator, made in strong cast iron, copper, or zinc. Acme Patent Exhaust Louvre Ventilator. Acme Improved Patent Mechanical Rotary Ventilator.

4526 **Alfred J. Hyde,** 46, *Kempshott Road, Streatham, S.W.*
Model of Full-rigged Line of Battle Ship, 130 Guns, made by French Prisoners in Lewes Gaol. (The model is *built*, and all the rigging, &c., made of human hair.)

4526A **Model of a Norwegian Boat from Trondjhem.**
Lent by Admiral Sir H. Stewart, G.C.B.

4526B **Model of the "Worcester Cadet" Life Boat.**
Lent by Captain J. H. Smith.

4527 **W. Bemrose,** *Elmhurst, Derby.*
Model of the "Princess Mary," the vessel which brought the Prince of Orange to England, in 1689. In 1774 the "Princess Mary" was sold by Government and employed as a West Indiaman, when her build, which was considered particularly excellent, was materially altered. She was subsequently employed as a collier, and called the "Betsy Cains." She was wrecked on a reef of rocks in entering the Tyne, on 18th of July, 1827. The model is entirely "built." Amongst the decorations of the stern are portraits of William and Mary, monogram "W. R.," and the Royal Arms.

4528 **John Hastie & Co.,** *Kilblain Engine Works, Greenock, N.B.*
Safety After Steering Apparatus, consisting of Patent Guide Frame and Patent Rudder Brake.

4529 **Henry Lumley, Assoc. I.N.A.,** 22, *St. James Street, Piccadilly, London.*
The Lumley Rudder.

4530 **A. Chapman & Co.,** 25, *Colville Terrace, Powis Square, W.*
Improved Rudder Fittings, by means of which the Rudder rises and falls automatically in passing over an obstacle. Visitors are invited to see for themselves how the fittings work. To *ship*, insert lower end of rod affixed to rudder in the slide on stern of boat, and let drop. To *unship*, merely draw up rudder until the rod leaves the slide.

4531 **Taylor, Prior, & Shields,** 206, *Hollydale Road, Nunhead, S.E.*
Working Model of Proposed Propeller and Steerer in Tank. Model of Vessel with Propeller and Steerer attached.

4532 **Admiral de Kantzow.**
Model of a Slave Schooner, captured by H.M.S. "Sharpshooter."

4532A **Miss Gunning,** 13, *St. Leonard's Terrace, Chelsea, S.W.*
Model of the Cutter of H.M.S. "Victory." Made by a shipwright in Chatham Dockyard soon after the battle of Trafalgar.

4533 **John Charles Sharpe,** 19, *Fleet Street, London, E.C.*
No. 1—An exact Model of an old 74 gun Man-of-War. Made by a seaman after leaving the Service at Northfleet Dockyard, taking him many years to complete.
No. 2—A small Model of a Frigate in ivory and tortoiseshell, complete with Rigging and Fittings.

4533A **Lyndon Ball,** *Grove Road, Pinner Road, Bushey, Herts.*
Model (formerly the property of the late Gordon Cumming, Esq.) of H.M.S. "London," full rigged, carrying 120 guns.

4534 **Model of Hydraulic Lifting Dock and Cradle** for raising or lowering vessels to or from level of rails at either end of the **Chignecto Marine Transport Railway,** now in course of construction between the Bay of Fundy and the Gulf of St. Lawrence, Canada.

4536 **Andrew Malcolm,** 40, *Saint Enoch Square, Glasgow.*
Model of a French Ship of War, built of Bone by a French Prisoner of War in Pennycuick Prison, near Edinburgh, in the beginning of the century. (The bone was procured from the meat served as rations to the prisoner.)

4537 **Major-General W. Porter,** 28, *Cheniston Gardens, Kensington.*
Model of one of H.M. Ships (presumed, from the figure head, to be H.M.S. "Sea Horse"), formerly belonging to Rear-Admiral Kempenfeldt, who was drowned in the wreck of the "Royal George" at Spithead.

4538 **John Arthur Bushell,** 42, *Mildmay Park, London, N.*
Miniature Model, Full-rigged, of H.M.S. "Alexander," of 110 Guns, made by a French Prisoner of War at Fortune Prison, Portsmouth. The "Alexander" was completed for sea in 1778, she was captured by the French in Nov., 1794, was re-taken by Lord Bridport, off L'Orient, on the 23rd of June, 1795, and taken to pieces in 1819.

4539 **Mission to Deep Sea Fishermen.** *Bridge House,* 181, *Queen Victoria Street, E.C.*
A Tank, with Models of Trawlers and a "Fish Cutter." The smacks are represented as trawling, or as "having their gears down." The "Admiral's" smack and the Mission smack are indicated by their flags. A "fish cutter" carries back the fish to England each day, and usually occupies two days over the journey. Also Models of Mission Ships, and Marine Curiosities taken from the trawl.

4540 **Orient Line of Royal Mail Steamers,** 13, *Fenchurch Avenue, London, E.C.*
Full Models.
Orient Steam Navigation Company's Royal Mail Twin-Screw Steamship "Ophir." Length between perpendiculars, 465 ft.; breadth, 53 ft. 6 in.; depth moulded, 37 ft.; tonnage, 6,500; H.P., 9,500; speed, 18 knots.
Royal Mail Screw Steamship "Ormuz." Length between perpendiculars, 465 ft.; breadth, 52 ft.; depth moulded, 37 ft.; register tonnage, 6,031; I.H.P., 8,500; speed, 18 knots.
Royal Mail Screw Steamship "Austral." Length between perpendiculars, 455 ft.; breadth, 48 ft. 3 in.; depth moulded, 37 ft.; register tonnage, 5,524; I.H.P., 7,000; speed, 17½ knots.
Royal Mail Screw Steamship "Orient." Length between perpendiculars, 445 ft.; breadth, 46 ft. 3 in.; depth moulded, 36 ft. 10 in.; register tonnage, 5,365: I.H.P., 5,500; speed, 15½ knots.
Pacific Steam Navigation Company's Royal Mail Screw Steamships "Oroya" and "Orizaba." Length between perpendiculars, 460 ft.; breadth, 49 ft.; depth moulded, 38 ft. 3 in.; register tonnage, 6,077; I.H.P., 7,000; speed, 16½ knots.
Royal Mail Screw Steamships "Oruba" and "Orotava." Length between perpendiculars, 430 ft.; breadth, 49 ft.; depth moulded, 37 ft.; register tonnage, 5,552; I.H.P., 6,500; speed, 16½ knots.
Water Colour Painting—"An Orient Liner off the Eddystone," by W. L. Wyllie, A.R.A.

4541 **Naval Construction & Armaments Co., Ltd.,** *Barrow-in-Furness.*
Models of H.M. Cruisers "Latona," "Melampus," and "Naiad." Length on load water line, 300 ft.; breadth moulded, 43 ft.; depth moulded, 23 ft.; displacement, 3,400 tons; speed, 20·112 knots; I.H.P., 9,602.

4541—*continued.*

Steel Twin Screw Steamships building for the Imperial Steam Navigation Company's Atlantic Service. Length between perpendiculars, 500 ft.; length overall, 520 ft.; breadth moulded, 57 ft.; depth moulded, 37 ft.; displacement, 13,700 tons; speed, 20 knots; I.H.P., 16,500.

Steamships "Empress of India," "Empress of Japan," and "Empress of China," built for the Canadian Pacific Railway Company. Length between perpendiculars, 440 ft.; length overall, 485 ft.; breadth moulded, 51 ft.; depth, 36 ft.; displacement, 10,000 tons; speed, 19 knots; I.H.P., 10,000.

Steamship "Santiago." Length between perpendiculars, 350 ft.; length overall, 361 ft.; breadth moulded, 45 ft.; depth moulded to upper deck, 31 ft. 9 in.; displacement, 6,000 tons; speed, 14½ knots; I.H.P., 3,500.

4542 **Yarrow & Co.,** *Poplar.*

Models of the latest type of—

(*a.*) First Class Torpedo Boat, adopted by the British Admiralty. Length, 130 feet; Beam, 13 feet 6 inches; Speed, with a load of 12 tons, 24·45 knots.

(*b.*) Second Class Torpedo Boat, adopted by the British Admiralty. Length, 60 feet; Beam, 9 feet 3 inches; Speed, with a load of 2 tons, 18 knots.

(*c.*) Stern Wheel Steamer. Length, 130 feet; Beam, 28 feet; Speed, 15 miles; Draft, 15 inches; fitted with automatic gear for indicating the draft of water in advance of the vessel.

Model of Stern Wheel Gunboats "Mosquito" and "Herald," built for the British Admiralty, for service on the Zambesi river. Length over all, 87 feet; Beam, 18 feet; Draft, 18 inches; Speed, 10 miles.

4543 **The London & Glasgow Engineering & Iron Shipbuilding Company, Limited,** 172, *Lancefield Street, Glasgow.*

Model of H.M. Twin-Screw Wood Sheathed Steel Protected Cruisers "Indefatigable," "Intrepid," and "Iphigenia." Principal dimensions: Length between perpendiculars, 300 feet; Breadth, extreme, 43 feet 8 inches; Displacement at load draft, 3,600 tons; Engines, Triple Compound Condensing, of a collective I.H.P. of 9,000 horses, working pressure 150 lbs.

4545 **Alfred Suart & Co.,** 32, *Great St. Helen's, E.C.*

Full Model of—
"Allegheny."
Half Models of—
"Prudentia"
"Tancarville"
"Wildflower"
"Petrolea"
} Oil Tank Steamers.

4546 **C. Bethell & Co.,** 110, *Fenchurch Street, E.C., and* **Trinder, Anderson & Co.,** 4, *St. Mary Axe, E.C.* **(Managers of the West Australian Steam Navigation Co.).**

Model of the ss. "Australine," one of the steamers of the line running between the various West Australian Ports and Singapore.

4547 **James Rigg, Engineer,** 11, *Queen Victoria Street, London, E.C.*

Rigg's Patent Machinery for the Discharge and Loading of Coal and other Cargo. (Framed Drawing.)

R. & W. HAWTHORN, LESLIE & CO., L[D].

Engineers and Shipbuilders,

NEWCASTLE-ON-TYNE.

ENGINES OF ALL KINDS,

AS SUPPLIED FOR NAVY AND MERCANTILE MARINE,

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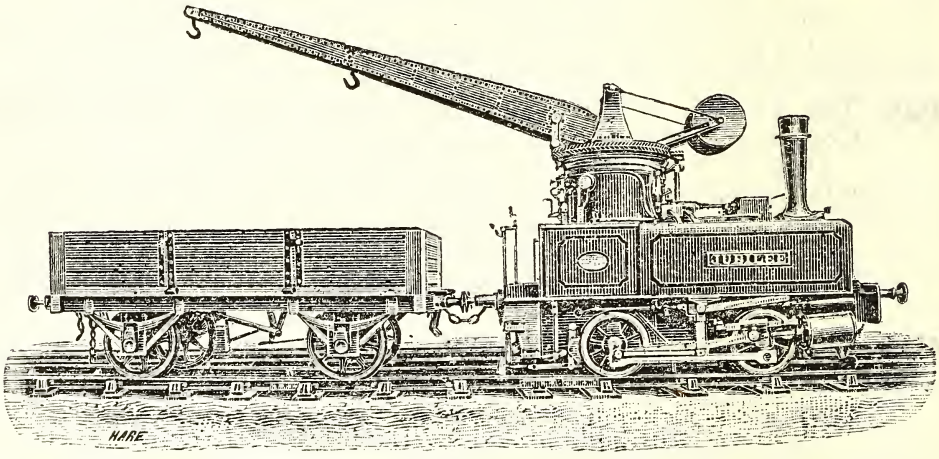
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WAR SHIPS.

The following is a descriptive list of the Historical Series of War Ships. The collection consists mainly of models lent by the Lords Commissioners of the Admiralty.

On page 441, *et seq.*, is an Alphabetical Index to the ships represented.

Should the visitor desire to find a model of a particular ship, or of one of that class of ship, he should turn to the Alphabetical Index. He will then see if that particular ship is represented, and if so the Name and No. of the model representing it. The Nos. on the walls and in the cases being arranged in numerical order, the required model can be readily discovered.

4497 Sybille. (See APOLLO.)

4507 Constance. Lent by the Corporation of Winchester. See ARETHUSA.

4509 Thrush. *Composite Gun Boat.* Launched in 1889.
(In Messrs. Scotts' Exhibit).

The THRUSH is now commanded by Prince George of Wales. Has one sister, the SPARROW.

Heaviest gun, 26 cwts. Length, 165 ft.
Carries 75 men. Breadth, 31 ft.
805 tons Displacement.

4517 Vanguard. Rigged Model of line of Battle Ship.

4537 Seahorse.

Frigate of the first half of the eighteenth century. This model once belonged to Admiral Kempenfelt, who had commanded the ship.

4551 Snake. *3rd Class Unprotected Gun-boat.* Launched in 1871. Half Model. Scale, $\frac{1}{8}$ in. = one foot.

Twin screw gun boat built for coast defence. Has 19 sisters, viz., ANT, ARROW, BADGER, BLAZER, BLOODHOUND, BONETTA, BULLDOG, BUSTARD, COMET, CUCKOO, FIDGET, HYÆNA, KITE, MASTIFF, PICKLE, PIKE, SCOURGE, SNAP, WEAZEL.

Heaviest gun, 21 tons. Length, 85 ft.
Carries 31 men. Breadth, 26 ft. 2 ins.
254 tons Displacement.

4552 Condor. *2nd Class Unprotected Gun Vessel.* Launched in 1876. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Screw composite gun vessel. Had 6 sisters, viz., ALGERINE, FALCON, FLAMINGO, GRIFFON, RAMBLER, and RANGER.

Heaviest gun, 64 cwts. Length, 157 ft.
Carries 110 men. Breadth, 29 ft. 6 in.
780 tons Displacement.

4553 Swift. *2nd Class Unprotected Gun Vessel.* Launched in 1879. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Composite twin screw vessel. Has 1 sister the LINNET.

Heaviest gun, 90 cwts. Length, 165 ft.
Carries 83 men. Breadth, 29 ft.
756 tons Displacement.

4554 Sphinx. *Special Service Unprotected Vessel.* Launched in 1882. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Composite paddle vessel.

Heaviest gun, 89 cwts. Length, 200 ft.
Carries 88 men. Breadth, 32 ft.
1,130 tons Displacement.

4555 Mosquito. *Single Screw Gun Boat.* Launched in 1871. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Screw composite gun boat of 2 guns, built at Pembroke. Sold 1889. Had 14 sisters, viz., ARIEL, CONTEST, COQUETTE, CYGNET, DECOY, EXPRESS, FOAM, GOSHAWK, MALLARD, MERLIN, MOORHEN, SHELDRAKE, SWINGER, and ZEPHYR.

Length, 125 ft. Breadth, 22 ft. 6 ins.
430 tons Displacement.

4556 Cruiser. *Wood Screw Sloop.* Launched in 1852. Half Model. Scale, ¼ in. = one foot.
Wood sloop. Had 5 sisters, viz., ALERT, FALCON, FAWN, HARRIER, and HORNET. This ALERT went to the Arctic Regions under command of Sir George Nares.
Heaviest gun was a 32-pr. Length, 160 ft.
Carried 160 men. Breadth, 31 ft. 10 in.
752 tons B.O.M.

4557 Amazon. *Wood Screw Sloop.* Launched in 1865. Half Model. Scale, ¼ in. = one foot. Also whole model, No. 4723.
Wood screw sloop, sunk in the Channel by collision, 1866. Had 5 sisters, viz., DAPHNE, DRYAD, NIOBE, NYMPHE, and VESTAL.
Heaviest gun, 6 tons. Length, 187 ft.
Carried 130 men. Breadth, 36 ft.
1,081 tons, B.O.M.

4558 Dolphin. *Unprotected Sloop.* Launched in 1882. Half Model. Scale, ¼ in. = one foot.
Composite sloop. Has 1 sister, viz., WANDERER.
Heaviest gun, 89 cwt. Length, 157 ft.
Carries 114 men. Breadth, 32 ft.
925 tons Displacement.

4558 A Pelican. See CORMORANT, No. 4561.

4559 Rattler. *1st Class Unprotected Gun Boat.* Launched in 1886. Half Model. Scale, ¼ in. = one foot.
Single screw composite gun boat. Had 1 sister, viz., the WASP, which was lost.
Heaviest gun, 26 cwts. Length, 165 ft.
Carries 75 men. Breadth, 29 ft.
715 tons Displacement.

4560 Opal. *3rd Class Unprotected Cruiser.* Launched in 1875. Half Model. Scale, ¼ in. = one foot.
Composite single screw cruiser. Has 5 sisters, viz., EMERALD, GARNET, RUBY, TOURMALINE and TURQUOISE. Two similar vessels the DIAMOND and SAPPHIRE were built of wood.
Heaviest gun, 64 cwt. Length, 220 ft.
Carries 232 men. Breadth, 40 ft.
2,120 tons Displacement.

4561 Cormorant. *Unprotected Sloop.* Launched in 1877. Half Model. Scale, ¼ in. = one foot.
Composite sloop. Has 12 sisters, viz., DRAGON, ESPIEGLE, GANNET, KINGFISHER, MIRANDA, MUTINE, OSPREY, PEGASUS, PELICAN, PENGUIN, PHŒNIX, and WILD SWAN.
The DOTEREL, which was blown up in the Straits of Magellan, was also a sister ship.
Heaviest gun, 89 cwt. Length, 170 ft.
Carries 138 men. Breadth, 36 ft.
1,130 tons Displacement.

4561 A Miranda. See CORMORANT, No. 4561.

4562 Simoom. *Troop Ship.* Launched in 1849. Half Model. Scale, ¼ in. = one foot.
Single screw iron troop ship. Sold out of the service in 1887.
Heaviest gun was a 32-pr. Length, 246 ft.
Carried 174 men as a crew. Breadth, 41 ft.
(Troops in addition). 3,300 tons Displacement.

4563 Himalaya. *Iron single screw Troop Ship.* Launched in 1853. Half Model. Scale, ¼ in. = one foot.
Iron single screw troop ship. Purchased by the Admiralty from the P. & O. Company in July, 1854, still on active service.
Heaviest gun is a 20 pr. Length, 340 ft. 5 ins.
Carries 231 men as a crew. Breadth, 46 ft. 2 ins.
(Troops in addition). 4,690 tons Displacement.

4564 **Nymphe.** *Screw Sloop Unprotected.* Launched in 1888. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Composite sloop. Has 2 sisters, viz., BUZZARD and DAPHNE.
Heaviest gun, 2 tons. Length, 195 ft.
Carries 136 men. Breadth, 30 ft.
1,140 tons Displacement.

4564 A **Dragon.** See CORMORANT, No. 4561.

4565 **Resolute.** *Troop Ship.* Launched in 1855. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Iron screw troop ship. Her name was changed to ADVENTURE in 1857. Had 1 sister, viz., the ASSISTANCE.
Heaviest gun was an 18-pr. Breadth, 36 ft. 5 ins.
Length, 282 ft. 10 ins. 1,793 tons B.O.M.

4566 **Juno.** *Single Screw Corvette.* Launched in 1867. Half Model. Scale $\frac{1}{4}$ in. = one foot.
Screw Corvette. Had 1 sister, viz., THALIA.
Heaviest gun, 6½ tons. Length, 200 ft.
Carried 200 men. Breadth, 40 ft. 5 ins.
1,462 tons B.O.M.

4567 **Assistance.** *Single Screw Iron Troop Ship.* Launched in 1874. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Single screw troop ship.
Heaviest gun is a 24 pr. Length, 250 ft.
Carries 131 men as a crew. Breadth, 38 ft.
Troops in addition. 2,500 tons Displacement.

4568 **Euphrates.** *Indian Troop Ship.* Launched in 1866. Half Model. Scale, $\frac{1}{4}$ in = one foot.
Single screw troop ship. One of a class of 5 still employed to form a direct service for the transport of troops between England and India. Her sister ships are named CROCODILE, JUMNA, MALABAR, and SERAPIS.
Heaviest gun is a 24-pr. Length, 360 ft.
Carries 264 men for her crew Breadth, 49 ft. 2 in.
(Troops in addition). 6,211 tons Displacement.

4569 **Megaera.** *Troop Ship.* Launched in 1849. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Single screw iron troop ship. Lost on St. Paul's Island, Pacific.
Heaviest gun was a 32-pr. Length, 207 ft.
Carried 167 men as a crew Breadth, 37 ft. 10 ins.
(Troops in addition). 1,395 tons B.O.M.

4570 **Orontes.** *Troop Ship.* Launched in 1862. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Single screw iron troop ship. As originally built; she had 1 sister, the TAMAR, but the ORONTES has been lengthened 50 feet, and now differs from the Tamar.
Heaviest gun is a 40-pr. Length, 350 ft.
Carries 232 men as a crew. Breadth, 44 ft. 8 ins.
Troops in addition. 5,920 tons Displacement.

4571 **Barracouta.** *3rd Class Protected Cruiser.* Launched in 1889. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Steel twin screw vessel. Has 3 sisters, viz., BARROSA, BLANCHE and BLONDE.
Heaviest gun, 4·7 ins., quick firing. Length, 220 ft.
Carries 156 men. Breadth, 35 ft.
1,580 tons Displacement.

4572 **Research.** *Surveying Vessel.* Launched in 1888. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Composite paddle vessel for surveying purposes.
Heaviest gun is a 7-pr. Length, 155 ft.
Carries 60 men. Breadth, 24 ft.
520 tons Displacement.

4573 **Bellona.** *3rd Class Protected Cruiser.* Launched in 1890. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Swift twin screw steel protected cruiser. Has one sister, viz., BARHAM.
Heaviest gun, 4·7 in., quick firing. Length, 280 ft.
Carries 167 men. Breadth, 35 ft.
1,830 tons Displacement.

4574 **Curlew.** *1st Class Unprotected Gun Vessel.* Launched in 1885. Half Model.
Steel twin screw gun vessel. Has 1 sister, viz., the LANDRAIL.
Heaviest gun, 5 tons. Length, 195 ft.
Carries 103 men. Breadth, 28 ft.
950 tons Displacement.

4575 **Astrea.** *2nd Class Protected Cruiser.* Launched in . Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Latest type of steel twin screw protected 2nd class cruiser. Has 7 sisters building, viz., BONAVENTURE, CAMBRIAN, CHARYBDIS, FLORA, FORTE, FOX, and HERMIONE. This vessel generally is an enlarged APOLLO.
Heaviest gun, 5 tons. Length, 320 ft.
Carries 265 men. Breadth, 49 ft. 6 ins.
4,360 tons Displacement.

4576 **Medea.** *2nd Class Protected Cruiser.* Launched in 1888. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Recent type of fast twin screw steel protected cruiser. Sister ships are MAGICIENNE, MARATHON, MEDUSA, and MELPOMENE, the first two and last of these being sheathed with wood and copper.
Heaviest gun, 5 tons. Length, 265 ft.
Carries 216 men. Breadth, 41 ft.
2,800 tons Displacement.

4577 **Sharpshooter.** *1st Class Torpedo Gun Boat.* Launched in 1888. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Steel twin screw vessel. Has 16 sisters, viz., ALARM, ASSAYE, BOOMERANG, CIRCE, GLEANER, GOSSAMER, HEBE, KARRAKATTA, LEDA, PLASSY, SALAMANDER, SEAGULL, SHELDRAKE, SKIPJACK, SPANKER, and SPEEDWELL.
Heaviest gun is a 4·7 in. quick-firing. Length, 230 ft.
Carries 85 men. Breadth, 27 ft.
735 tons Displacement.

4578 **Sandfly.** *Torpedo Gun Boat.* Launched in 1887. Half Model. Scale, $\frac{1}{16}$ in, = one foot.
Steel twin screw first class torpedo gunboat. Has 3 sisters, viz., GRASSHOPPER, RATTLESNAKE, and SPIDER. The SPIDER is fitted with Mr. J. S. White's "Turn-about" system of rudders.
Heaviest gun, 26 cwts. Length, 200 ft.
Carries 63 men. Breadth, 23 ft.
525 tons Displacement.

4579 **Edgar.** *1st Class protected Cruiser.* Launched in . Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Latest large twin screw steel cruiser. Has 8 sisters, viz., CRESCENT, ENDYMION, GIBRALTAR, GRAFTON, HAWKE, ROYAL ARTHUR, ST. GEORGE, and THESEUS.
Heaviest gun, 22 tons. Length, 360 ft.
Carries 522 men. Breadth, 60 ft.
7,350 tons Displacement.

4580 **Archer.** *3rd Class Unprotected Cruiser.* Launched in 1885. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Steel twin screw vessel. This ship is of the same type as the SERPENT recently lost on the coast of Spain. She has also the following sisters, viz., BRISK, COSSACK, MOHAWK, PORPOISE, RACOON, and TARTAR. The SCOUT and FEARLESS are also nearly similar.
Heaviest gun, 5 tons. Length 225 ft.
Carries 172 men. Breadth, 36 ft.
1,770 tons Displacement.
For model of SCOUT see exhibit of Messrs. J. & G. Thomson.

4581 Pallas. *2nd Class Protected Cruiser.* Half Model. Launched in 1890. Scale ¼ in. = one foot.

Steel twin screw vessel. Has 8 sisters, viz., PEARL, PHILOMEL, PHŒBE, built for the Royal Navy, and KATOOMBA, MILDURA, RINGAROOMA, TAURANGA, and WALLAROO, for the defence of the Australian Colonies.

Heaviest gun, 4·7 in. quick firing. Length, 265 ft.
Carries 215 men. Breadth, 41 ft.
2,575 tons Displacement.

4582 Apollo. *2nd Class Protected Cruiser.* Launched in 1891. Half Model. Scale ¼ in. = one foot.

Recent type of twin screw protected 2nd class Cruiser. Has 20 sisters built and building, viz., ÆOLUS, ANDROMACHE, BRILLIANT, INDEFATIGABLE, INTREPID, IPHIGENIA, LATONA, MELAMPUS, NAIAD, PIQUE, RAINBOW, RETRIBUTION, SAPPHO, SCYLLA, SIRIUS, SPARTAN, SYBILLE, TERPSICHORE, THETIS, and TRIBUNE.

Heaviest gun, 5 tons. Length, 300 ft.
Carries 253 men. Breadth 43 ft.
3,400 tons Displacement.

4583 Blake. *1st Class Protected Cruiser.* Launched in 1889. Half Model Scale, ¼ in. = one foot.

Twin screw steel cruiser, largest class of cruiser in the Royal Navy. Has 1 sister, viz., BLENHEIM.

Heaviest gun, 22 tons. Length, 375 ft.
Carries 555 men. Breadth, 65 ft.
9,000 tons, Displacement.

4584 Vulcan. *Protected Torpedo Depôt Ship.* Launched in 1889. Half Model. Scale. ¼ in. = one foot.

Steel twin screw vessel.

Heaviest gun is a 4·7 in. quick firing. Length, 350 ft.
Carries 402 men. Breadth, 58 ft.
6,620 tons Displacement.

4585 Mersey. *2nd Class Protected Cruiser.* Launched in 1885. Half Model. Scale, ¼ in. = one foot.

Steel twin screw vessel. Has 3 sisters, viz., FORTH, SEVERN, and THAMES.

Heaviest gun, 15 tons. Length, 300 ft.
Carries 325 men. Breadth, 46 ft.
4,050 tons Displacement.

4586 Shannon. *1st Class Armoured Cruiser.* Launched in 1875. Half Model. Scale, ¼ in. = one foot.

Iron single screw broadside armour belted cruiser with powerful rig, and sheathed with wood and zinc. Has no sister.

Heaviest gun, 18 tons. Length, 260 ft.
Carries 446 men. Breadth, 54 ft.
5,390 tons Displacement.

4587 Polyphemus. *Torpedo Ram.* Launched in 1881. Half Model. Scale, ¼ in. = one foot. Also Whole Model, No. 4754 A.

Steel twin screw vessel. This vessel is of very special type, and has neither sister nor any vessel at all closely resembling her. The gun armament is very small, the heaviest gun being a 6-pr.

Carries 145 men. Length, 240 ft.
Breadth, 40 ft. 2,640 tons Displacement.

4588 Research. Launched in 1863. Half Model. Scale ¼ in. = one foot.

Early iron cased ship built of wood. Laid down at Pembroke Yard, 1861, as a 17 gun screw sloop but converted whilst still on the stocks to an armour plated ship.

Heaviest gun, 6½ tons. Length, 195 ft.
Carried 120 men. Breadth, 38 ft. 6 in.
1,741 tons Displacement.

4589 Waterwitch. Launched in 1866. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Iron gun boat of two guns built on the Thames. Laid down in November, 1864. This vessel was built as an experiment to test the system of propelling ships by hydraulic or jet propulsion.

Heaviest gun 6 tons. Length, 162 ft.
Carried 80 men. Breadth, 32 ft. 1 in.
1,279 tons Displacement.

4590 Hector. *3rd Class Battle Ship.* Launched in 1862. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Early iron broadside armour-clad ship of 32 guns, with single screw. She has 1 sister, viz., the VALIANT.

Heaviest gun, 95 cwt. Length 280 ft. 2 ins.
Carries 500 men. Breadth, 56 ft. 5 in.
6,710 tons Displacement.

4591 Penelope. *3rd Class Battle Ship.* Launched in 1867. Half Model. Scale, $\frac{1}{4}$ = one foot.

Iron twin screw armour plated broadside ship, designed for service in shallow waters.

Heaviest gun, 9 tons. Length, 260 ft.
Carries 350 men. Breadth, 50 ft.
4,470 tons Displacement.

4592 Royal Sovereign. *Wood Turret Ship.* Launched in 1857. Half Model. Scale $\frac{1}{4}$ in. = one foot.

Designed and built as a 3 decker line of battle ship of 131 guns, and launched as such. Commenced converting to an iron cased turret ship in April, 1862, at Portsmouth Yard. She was the first turret ship in the Royal Navy, and had four turrets.

Heaviest gun, 12 tons. Breadth, 62 ft. 2 ins.
Length, 240 ft. 7 ins. 5,080 tons Displacement.

4593 Royal Alfred. *Wood Armour Clad Ship.* Launched in 1864. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Wood armour clad, commenced as a 91 gun line of battle ship but converted to an iron clad in 1861. Had 4 sisters, viz.: CALEDONIA, OCEAN, PRINCE CONSORT, and ROYAL OAK.

Heaviest gun, 12½ tons. Length, 273 ft.
Carried 600 men. Breadth, 58 ft. 7 in.
6,707 tons Displacement.

4594 Repulse. *Wood Armour Clad Ship.* Launched in 1868. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Single screw, early iron cased vessel, laid down at Woolwich, 1859. The ship was originally commenced as a screw line of battle ship, of 90 guns, but was converted to an armour clad in 1866.

Heaviest gun, 9 tons. Length, 252 ft.
Carried 500 men. Breadth, 59 ft. 1 in.
6,190 tons Displacement.

4595 Lord Warden. Launched in 1865. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Wooden Broadside screw frigate of 24 guns. Laid down at Chatham Yard, 1863. Had 1 sister, viz., the LORD CLYDE.

Heaviest gun, 6 tons. Length, 280 ft.
Carried 605 men. Breadth, 59 ft.
4,080 tons B.O.M.

4596 Minotaur. *3rd Class Battle Ship.* Launched in 1863. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

This is one of the 3 longest armour clad ships built for the Royal Navy. Has a broadside armament. Has 2 sisters, viz., AGINCOURT and NORTHUMBERLAND.

Heaviest gun, 12 tons. Length, 400 ft.
Carries 690 men. Breadth, 59 ft. 5 ins.
10,627 tons Displacement.

4597 Swiftsure. *2nd Class Battle Ship.* Launched in 1870. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Iron single screw seagoing broadside ironclad sheathed with wood and copper. Has 1 sister the TRIUMPH.

Heaviest gun, 12 tons. Length, 280 ft.
Carries 478 men. Breadth, 55 ft.
6,910 tons Displacement.

4598 Magdala. *Colonial Defence Ship.* Launched in 1870. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

The MAGDALA and ABYSSINIA are sister ships.

Length, 225 ft Breadth, 45 ft.
3,340 tons Displacement.

4599 Temeraire. *1st Class Battle Ship.* Launched in 1876. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Iron twin screw central battery armour clad sheathed with wood and zinc. Besides the central battery she has also 2 barbettes.

Heaviest gun, 25 tons. Length, 285 ft.
Carries 574 men. Breadth, 62 ft.
8,540 tons Displacement.

4600 Orlando. *1st Class Armoured Cruiser.* Launched in 1886. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Latest steel twin screw belted cruiser. Has 6 sisters, viz., AURORA, AUSTRALIA, GALATEA, IMMORTALITE, NARCISSUS, and UNDAUNTED.

Has 2 22-ton guns, and 10 5-ton guns.
Length, 300 ft. Carries 497 men.
Breadth, 56 ft. 5,600 tons Displacement.

4601 Cerberus. *Colonial Defence Ship.* Launched in 1868. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Twin screw, iron armour plated, turret ship of four 18-ton guns. Built at Jarrow-on-Tyne for the Government of Victoria, Australia, where she now is. There are2 nearly similar vessels, viz., ABYSSINIA and MAGDALA.

Carries 172 men. Length, 225 ft.
3,340 tons Displacement. Breadth, 45 ft.

4602 Bellerophon. *2nd Class Battle Ship.* Launched in 1865 at Chatham. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Iron single screw broadside armourclad.

Heaviest gun, 14 tons. Length, 300 ft.
Carries 570 men. Breadth, 56 ft.
7,550 tons Displacement.

4603 Defence. Launched in 1861. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Single screw iron armour plated broadside ship. Had 1 sister, viz., RESISTANCE.

Length, 280 ft. Breadth, 54 ft. 2 in.
6,270 tons Displacement.

4604 Monarch. *2nd Class Battle Ship.* Launched in 1868. Half Model. Scale, $\frac{1}{4}$ in. = one foot. Also Whole Model, No. 4711.

Single screw iron armourclad. She was the first sea-going turret ship built for H. M. Navy. Carried the remains of the American philanthopist Peabody across the Atlantic.

Heaviest gun 25 tons. Length, 330 ft.
Carries 575 men. Breadth, 57 ft. 6 ins.
8,320 tons Displacement.

4605 Hercules. *2nd Class Battle Ship.* Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Early iron single screw armour clad with broadside armament.

Carries 683 men. Length 325 ft.
8,680 tons Displacement. Breadth, 59 ft. 1 in.
The SULTAN is a similar vessel.

4606 Imperieuse. *1st Class Armoured Cruiser.* Completed 1886. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Large twin screw steel wood-sheathed belted cruiser, with 4 barbettes each carrying 1-24 ton gun. Has 1 sister, viz., WARSPITE.

Carries 537 men. Length, 315 ft.
8,400 tons Displacement. Breadth, 62 ft.

4607 **Warrior.** *3rd Class Battle Ship.* Launched in 1860. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Single screw broadside ironclad, the first seagoing iron built armour plated ship in the Royal Navy. Has 1 sister, viz., BLACK PRINCE.
Heaviest gun 9 tons. Length, 380 ft. 2 in.
Carries 689 men. Breadth, 58 ft. 4 in.
9,210 tons Displacement.

4608 **Alexandra.** *1st Class Battle Ship.* Launched in 1875. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Iron built twin screw ship, with broadside armament. This ship served continuously in the Mediterranean during four commissions.
Heaviest gun, 22 tons. Length 325 ft.
Carries 664 men. Breadth 63 ft. 8 in.
9,490 tons Displacement.

4609 **Invincible.** *2nd Class Battle Ship.* Launched in 1869. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Iron twin screw broadside. Had 3 sisters, viz., AUDACIOUS, IRON DUKE, and VANGUARD. The VANGUARD was lost off the coast of Ireland in September, 1875.
Heaviest gun, 12 tons. Length, 280 ft.
Carries 481 men. Breadth, 54 ft.
6,010 tons Displacement.

4610 **Conqueror.** *2nd Class Battle Ship.* Half Model.
Steel twin screw ship with 1 turret containing two 45-ton guns. Built at Chatham Dockyard. Completed, 1882.
Carries 377 men. Length, 270 ft.
6,200 tons Displacement. Breadth, 58 ft.
The HERO is very nearly a sister vessel.

4611 **Hood.** *1st Class Battle Ship.* Launched in . Half Model. Scale, $\frac{1}{4}$ in. = one foot. *See* ROYAL SOVEREIGN, No. 4759. Also whole Model, No. 4758.

4612 **Collingwood.** *1st Class Battle Ship.* Launched in 1882. Half Model. Scale, $\frac{1}{4}$ in. = one foot. See BENBOW.

4613 **Colossus.** *1st Class Battle Ship.* Launched in 1882. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Steel twin screw ship with 2 turrets, each carrying two 45-ton guns. Has 1 sister, viz., EDINBURGH.
Carries 467 men. Length, 325 ft.
9,420 tons Displacement. Breadth, 68 ft.

4614 **Royal Sovereign.** Half Model. Scale, $\frac{1}{4}$ in. = one foot. *See* No. 4759.

4615 **Trafalgar.** *1st Class Battle Ship.* Launched in 1887. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Steel twin screw ship with two turrets. Has 2-67 ton guns in each turret. Built at Portsmouth. Has 1 sister, the NILE, built at Pembroke.
Carries 563 men. Length, 345 ft.
11,940 tons Displacement. Breadth, 73 ft.

4616 **Victoria.** *1st Class Battle Ship.* Launched in 1887. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Steel twin screw armour clad ship, with one turret carrying 2-111 ton guns. Built at Elswick, Newcastle-on-Tyne. Has 1 sister, the SANS PAREIL.
Carries 588 men. Length, 340 ft.
10,470 tons Displacement. Breadth, 70 ft.

4617 **Raleigh.** *2nd Class Unprotected Cruiser.* Launched in 1873. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Vessel of same general type as SHAH. Sheathed with wood and copper.
Heaviest gun, 90 cwts. Length, 298 ft.
Carries 560 men. Breadth, 49 ft.
5,200 tons Displacement.

4618 Bacchante. *2nd Class Unprotected Cruiser.* Launched in 1876. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
This vessel is smaller than, but of the same general type as, the SHAH and RALEIGH, possessing considerable speed under either steam or sail. Built of iron, and sheathed with wood and zinc. Had 2 sisters, viz., EURYALUS and BOADICEA.
Heaviest gun, 90 cwts. Length, 280 ft.
Carries 417 men. Breadth, 45 ft. 6 ins.
4,130 tons Displacement.

4619 Shah. *2nd Class Unprotected Cruiser.* Launched in 1873. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
This is the largest example of this type of vessel ever built for the Royal Navy. Possesses great speed under either steam or sail. Built of iron and sheathed with wood and copper.
Heaviest gun, 12 tons. Length, 334 ft. 8 ins.
Carries 600 men. Breadth, 52 ft.
6,250 tons Displacement.

4620 Comus. *3rd Class Partially Protected Cruiser.* Launched in 1878. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
This was the first vessel of this type built for the Royal Navy. Has a single screw and a full rig. Has 8 sisters, viz., CANADA, CARYSFORT, CHAMPION, CLEOPATRA, CONQUEST, CONSTANCE, CORDELIA, and CURAÇOA.
Heaviest gun, 89 cwts. Length, 225 ft.
Carries 279 men. Breadth, 44 ft. 6 in.
2,380 tons Displacement.
See also Model in Exhibit of Fairfield Ship Building Co.

4621 Calliope. *3rd Class Partially Protected Cruiser.* Launched in 1883. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Single screw steel vessel, sheathed with wood and copper. Has sister, viz., CALYPSO, of same general features as COMUS.
Heaviest gun, 5 tons. Length, 235 ft.
Carries 284 men. Breadth, 44 ft. 6 in.
2,770 tons Displacement.

4622 Amethyst. *Single Screw Corvette.* Launched in 1873. Half Model. Scale $\frac{1}{4}$ in. = one foot.
Composite Corvette. Had 2 sisters, viz., ENCOUNTER and MODESTE.
Heaviest gun, 64 pr. Length, 220 ft.
Carried 235 men. Breadth, 37 ft.
1,416 tons B.O.M.

4623 Iris. *2nd Class Unprotected Cruiser.* Launched in 1877. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Steel twin screw vessel with light rig. The 1st steel sea-going vessel built for the Royal Navy. Has 1 sister, viz., the MERCURY.
Heaviest gun, 2 tons. Length, 300 ft.
Carries 280 men. Breadth, 46 ft.
3,730 tons Displacement.

4624 Alacrity. *Despatch Vessel, Unprotected.* Launched in 1885. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Steel twin screw despatch vessel. Has 1 sister, the SURPRISE.
Heaviest gun, 38 cwt. Length, 250 ft.
Carries 111 men. Breadth, 32 ft. 6 ins.
1,700 tons Displacement.

4625 Heroine. *3rd Class partially protected Cruiser.* Launched in 1881. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Single screw composite vessel. Has 6 sisters, viz., CAROLINE, HYACINTH, PYLADES, RAPID, ROYALIST, and SATELLITE.
Heaviest gun, 89 cwt. Length 200 ft.
Carries 154 men. Breadth 38 ft.
1,420 tons Displacement.

4626 *See* 4714.

4627 *See* 4715.

4628 **Black Eagle.** *Paddle Yacht.* Launched in 1831. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Originally called the FIREBRAND. Built at Limehouse and lengthened 13 ft. at Deptford in 1843.

Had 1 gun, an 18-pr. Length, 168 ft.
Carried 40 men. Breadth, 26 ft. 5 in.
540 tons B.O.M.

4629 *See* 4717.

4630 *See* 4716.

4631 **Elfin.** *Paddle Yacht.* Launched in 1849. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Wood yacht built at Chatham Yard. Now used as a tender to the Royal Yacht VICTORIA AND ALBERT.

Length, 103 ft. 6 in. Breadth, 14 ft.
93 tons B.O.M.

4632 **Helicon.** *Wood Paddle Despatch Vessel.* Launched in 1865. Half Model. Scale $\frac{1}{4}$ in. = one foot.

Built at Portsmouth. Ships of a similar type were the ENCHANTRESS, PSYCHE, and SALAMIS. The HELICON is now named the ENCHANTRESS and is employed as a special service yacht.

Has 1 mortar gun. Length, 220 ft.
Carries 59 men. Breadth, 28 ft. 2 ins.
1,000 tons Displacement.

4633 **Salamis.** *Wood Paddle Despatch Vessel.* Launched in 1863. Half Model.

Had two sisters, viz., ENCHANTRESS and PSYCHE.

Had one 40-pr. gun. Length, 220 ft.
Carried 65 men. Breadth, 28 ft. 2 ins.
1,000 tons Displacement.

4634 *See* 4715.

4635 **Racoon.** *Wood Corvette.* Launched in 1857. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Had 2 sisters, viz., CHALLENGER and CLIO.

Heaviest gun, 95 cwts. Length, 200 ft.
Carried 280 men. Breadth, 40 ft. 4 in.
2,306 tons Displacement.

4636 **Rinaldo.** *Wood Steam Sloop.* Launched in 1860. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Had 7 sisters, viz.: CHAMELEON, CHANTICLEER, PELICAN, PERSEUS, RATTLER, REINDEER, and ZEBRA.

Heaviest gun, 58 cwts. Length, 185 ft. 1 in.
Carried 170 men. Breadth, 33 ft. 2 ins.
1,365 tons Displacement.

4637 **Highflyer.** *Wood Steam Sloop.* Launched in 1851. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Had 1 sister, viz., the ESK.

Heaviest gun, 85 cwts. Length, 192 ft.
Carried 220 men. Breadth, 36 ft. 6 ins.
1,161 tons B.O.M.

4638 **Pylades.** *Wood Corvette.* Launched in 1854. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Single screw Corvette. Had no sister.

Heaviest gun was a 68-pr. Length, 200 ft.
Carried 240 men. Breadth, 38 ft.
1,420 tons Displacement.

4639 **Archer.** *Wood Corvette.* Launched in 1849. Half Model. Scale, $\frac{1}{4}$ in. = 1 foot.

Had 1 sister, viz., WASP, nearly similar vessels were the BRISK, ENCOUNTER and NIGER.

Heaviest gun was a 68 pr. Length, 186 ft. 4 ins.
Carried 150 men. Breadth, 33 ft. 10 ins.
973 tons B.O.M.

4640 **Wolverene.** *Wood Corvette.* Launched in 1863. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Had 5 sisters, viz., BARROSA, JASON, ORESTES, ORPHEUS, and RATTLESNAKE.
Heaviest gun was a 110-pr. Length, 225 ft.
Carried 275 men. Breadth, 40 ft. 9 ins.
2,431 tons Displacement.

4641 **Flirt.** Half Model. Scale, $\frac{1}{4}$ in. = one foot. Composite gun-vessel. Launched in 1867.

4642 **Mistletoe.** *2nd Class Unprotected Gun Boat.* Launched in 1885. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Single screw composite vessel. Has 2 sisters, viz., ALBACORE and WATCHFUL.
Heaviest gun, 38 cwts. Length, 26 ft.
Carries 62 men. Breadth, 9 ft. 3 ins.
560 tons Displacement.

4643 **Seahorse.** *Unprotected Special Service Vessel.* Launched in 1880. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Twin screw steel vessel.
Heaviest gun, 13 cwts. Length, 160 ft.
Carries 50 men. Breadth, 26 ft.
670 tons Displacement.

4644 **Arab.** *Composite Gun Vessel.* Launched in 1874.

Single screw gun vessel. Had 1 sister, viz., the LILY.
Heaviest gun, 90 cwt. Length, 150 ft.
Carried 100 men. Breadth, 28 ft. 6 in.
720 tons Displacement.

4645 **Medina.** *3rd Class Unprotected Coast Defence Gun Boat.* Launched in 1876. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Iron twin screw gun boat of 3 guns for river or coast defence service. Has 11 sisters, viz., DEE, DON, ESK, MEDWAY, SABRINA, SLANEY, SPEY, TAY, TEES, TRENT and TWEED.
Heaviest gun, 64-pr. Length, 110 ft.
Carries 51 men. Breadth, 34 ft.
363 tons Displacement.

4646 **Pioneer.** *Composite Despatch Vessel.* Launched in 1874.

Paddle Despatch Vessel.
Heaviest gun, 20-pr. Length, 160 ft.
Carries, 120 men. Breadth, 25 ft. 7 in.
540 tons Displacement.

4647 *See* 4730.

4648 **Commerce de Marseilles.** *Wood 3-Decker.* Half Model. Scale $\frac{1}{4}$ in. = one foot.

Three-deck line of battle ship of 120 guns. Captured from the French at Toulon 1793. Broken up at Devonport Yard, 1802.
Heaviest gun was a 32-pr.

4649 **Salvador del Mundi.** *Wood 3 Decker.* Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Three decker line of battle ship of 112 guns, captured from the Spaniards in 1797. Broken up at Plymouth, 1815.
Heaviest gun was a 32-pr.

4650 **Victoria.** *Wood 3 decker.* Launched in 1859. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Screw line of battle ship of three decks and 121 guns.
Heaviest gun was a 68-pr. Length, 260 ft.
Carried 1,130 men. Breadth, 60 ft. 1 in.
6,960 tons Displacement.

4651 **Duke of Wellington.** *Wood 3-Decker.* Launched in 1852. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

3-decker line-of-battle ship of 131 guns, laid down at Pembroke Yard in 1849 as a sailing vessel, but converted to a screw ship while on the stocks. She is still the Flag ship of the Commander-in-Chief at Portsmouth. The model is of the ship as actually built.

Heaviest gun, 68-pr. Length, 240 ft. 7 in.
Carried 1,100 men. Breadth, 60 ft. 1 in.
3,771 tons B.O.M.

4652 **Marlborough.** *Wood 3 Decker.* Launched in 1855. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Line of battle ship of 3 decks and 131 guns. Laid down as a sailing ship in 1850. Converted to a screw ship whilst building. The model is of the ship as actually built.

Heaviest gun was a 64-pr. Length, 245 ft. 6 ins.
Carried 1,100 men. Breadth, 61 ft. 3 ins.
4,000 tons B.O.M.

4653 **Bulwark.** *Wood 2-Decker.* Launched in 1807. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Line of battle ship of 2 decks and 74 guns. Laid down at Portsmouth Dockyard, 1804, and broken up in the same yard in 1826.

Heaviest gun was a 32-pr. Carried 590 men.

4654 **Gibraltar.** *Wood 2-Decker.* Launched in 1751. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

2-decker line of battle ship of 80 guns. Was the Spanish War Ship PHŒNIX taken by Admiral Rodney 16th January, 1780, off Cape St. Vincent.

Heaviest gun, 24-pr. Carried 650 men.

4655 **Le Jemmapes.** *Wood 2 Decker.* Half Model. Scale, $\frac{1}{4}$ in. = one foot.

French line of battle ship of about the year 1840. Two decker of 106 guns.

4656 **Albion.** *Wood 2 decker.* Launched in 1842. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

Line of battle ship of 2 decks and 90 guns. Built and launched as a sailing vessel. Converted for the screw propeller in 1861. Her sister ships, the ABOUKIR and EXMOUTH, were treated similarly. Nearly similar vessels were the ALGIERS, CAESAR, HANNIBAL and PRINCESS ROYAL.

Heaviest gun was a 32 pr. Length, 204 ft.
Carried 820 men. Breadth 60 ft.
4,150 tons Displacement.

4657 **Neptune.** *Wood 2 Decker.* Launched in 1832. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

2 decker screw line of battle ship of 90 guns. Laid down at Portsmouth Yard in 1827 as a 3 decker sailing ship, and launched as such. Converted for the screw propeller in 1859. Sister ships also converted, viz., ROYAL WILLIAM, ST. GEORGE, TRAFALGAR, and WATERLOO (now WARSPITE at Woolwich).

Heaviest gun was a 68-pr. Length, 217 ft. 6 ins.
Carried 860 men. Breadth, 55 ft. 6 ins.
2,830 tons B.O.M.

4658 **Agamemnon.** *Screw Line of Battle Ship.* 2 Decker. Launched in 1852. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

The first screw line of battle ship designed for the Royal Navy. Had 3 sisters, viz., EDGAR, JAMES WATT and VICTOR EMMANUEL.

Heaviest gun was a 32 pr. Length, 230 ft.
Carried 820 men. Breadth, 55 ft. 6 ins.
3,102 tons B.O.M.

4659 **Chesapeake.** *Wood Sailing Frigate.* Half Model. Scale, $\frac{1}{4}$ in. = one foot.

American frigate of 48 guns, captured from the Americans in single frigate action by the SHANNON in 1813.

Heaviest gun was a 32-pr. Length, 160 ft.
Carried 315 men. Breadth, 48 ft. 8 in.
1,622 B.O.M.

4660 **Arethusa.** *Wood Sailing Frigate.* Launched in 1849. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

50 gun frigate, converted to a screw frigate of 51 guns, in 1861, at Chatham, but the model is as she was built for a sailing frigate. Had 2 sister ships, viz., the CONSTANCE and OCTAVIA, which were also converted to screw ships.

Heaviest gun was a 32 pr. Length, 252 ft. 3 ins.
Carried 500 men. Breadth, 52 ft. 9 ins.
3,142 tons B.O.M.

4661 *See* 4699.

4662 **Imperieuse.** *Wood Frigate.* Launched in 1852. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

51 gun frigate laid down at Deptford Yard 1850. Had 5 sisters, viz., AURORA, CHESAPEAKE, EURYALUS, FORTE, and NARCISSUS.

Heaviest gun was a 68 pr. Length, 212 ft.
Carried 530 men. Breadth 50 ft.
2,358 tons B.O.M.

4663 **Emerald.** *Wood Frigate.* Launched in 1856. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

51 gun frigate, commenced as a sailing ship at Deptford Yard in 1849; converted to a screw ship whilst building. Had 1 sister, viz., MELPOMENE.

Heaviest gun was a 68 pr. Length, 237 ft.
Carried 560 men. Breadth, 52 ft. 6 in.
2,913 tons B.O.M.

4664 **Diadem.** *Wood Screw Frigate.* Launched in 1856. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

32-gun screw frigate. Had 2 sisters, viz., DORIS and ENDYMION.

Heaviest gun was a 68-pr. Length, 240 ft.
Carried 475 men. Breadth, 48 ft.
3,805 tons Displacement.

4665 **Orlando.** *Wood Frigate.* Launched in 1858. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

50 gun steam frigate, laid down at Pembroke Yard, 1856. Had 1 sister, the MERSEY. This was the largest type of wood frigate built for H. M. Navy.

Heaviest gun was a 68-pr. Length, 300 ft.
Carried 560 men. Breadth, 52 ft.
5,645 tons Displacement.

4666 **Galatea.** *Wood Frigate.* Launched in 1859. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

26 gun steam frigate. Had 1 sister, viz., ARIADNE.

Heaviest gun was a 68-pr. Length, 280 ft.
Carried 400 men. Breadth, 50 ft. 2 in.
3,227 tons B.O.M.

4667 **Newcastle.** *Wood Frigate.* Launched in 1860. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

51 gun screw frigate, laid down at Deptford Yard 1858. Had sister ships, viz., BRISTOL, GLASGOW, and UNDAUNTED.

Heaviest gun was a 68-pr. Breadth, 52 ft.
4,020 tons Displacement. Length, 250 ft.

4668 **Osprey.** *Wood Brig.* Launched in 1844. Half Model.

12 gun brig. Laid down at Portsmouth Yard, 1843. Wrecked, 1846.

Heaviest gun was a 32-pr. Length, 101 ft. 6 ins.
Carried 130 men. Breadth, 31 ft. 10 ins.
425 tons Displacement.

4669 **Flying Fish.** *Wood Brig.* Launched in 1844. Half Model. Scale, $\frac{1}{4}$ in. = one foot.

12 gun brig, laid down at Pembroke Dockyard in 1843; broken up in 1852. Had 5 sisters—CONTEST, DARING, ESPIEGLE, NERBUDDA, and OSPREY.

Heaviest gun was a 32-pr. Length, 103 ft. 1 in.
Carried 130 men. Breadth, 32 ft. 5in.
445 tons B.O.M.

4670 Mutine. *Wood Brig.* Launched in 1844. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
12 gun brig. Laid down at Chatham Yard 1843. Lost in 1848.
Heaviest gun was a 32-pr. Length, 102 ft.
Carried 130 men. Breadth, 32 ft.
428 tons B.O.M.

4671 Daring. *Wood Brig.* Launched in 1844. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
12-gun brig, built at Portsmouth Yard.
Heaviest gun was a 32-pr. Length, 104 ft.
Carried 130 men. Breadth, 31 ft. 4 in.
426 tons B.O.M.

4672 Espiegle. *Wood Brig.* Launched in 1844. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Sailing brig of 12 guns built at Chatham Yard.
Heaviest gun was a 32-pr. Length, 104 ft. 8 in.
Carried 130 men. Breadth, 31 ft. 10 in.
443 tons B.O.M.

4672 A Brisk. *Wood Screw Sloop.* Launched in 1851. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Steam sloop.
Heaviest gun was a 68-pr. Length, 190 ft. 7 ins.
Carried 170 men. Breadth, 35 ft. 3 inches.
1,087 tons B.O.M.

4673 Arab. *Wood Brig.* Launched in 1838. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
18 gun brig. Had 11 sister ships—ACORN, ALBATROSS, BITTERN, DESPATCH, ELK, FANTOME, GRECIAN, HERON, KANGAROO, PERSIAN, and PILOT.
Length, 105 ft. 1 in. Breadth, 33 ft. 6 in.
484 tons B.O.M.

4674 Britomart. Launched in 1860. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Screw Wood gun boat of 2 guns. Had sisters, viz., CHERUB, COCKATRICE, CROMER, DOTEREL, HERON, LINNET, MINSTREL, NETLEY, ORWELL, PIGEON, SPEEDY, TRINCULO, TYRIAN and WIZARD.
Heaviest gun was a 68-pr. Length, 120 ft.
Carried 40 men. Breadth, 22 ft.
270 tons B.O.M.

4675 Plover. *Wood Vessel.* Launched in 1867. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Twin screw gun boat. Had 11 sisters, viz., BITTERN, BULLFINCH, CURLEW, LAPWING, MAGPIE, PHILOMEL, RINGDOVE, SEAGULL, SWALLOW, VULTURE, and WOODLARK.
Heaviest gun was a 100-pr. Length, 170 ft.
Carried 80 men. Breadth, 29 ft.
774 tons Displacement.

4676 Plucky. *Iron Gun Boat.* Launched in 1867. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Twin screw gun boat, built at Portsmouth Yard. Of same class as STAUNCH.
Heaviest gun, 12 tons. Length, 80 ft.
Carries 31 men. Breadth, 25 ft. 2 in.
196 tons Displacement.

4677 Angler. *Wood Gun Boat.* Launched in 1856. Half model.
Steam gun boat of 2 guns, built at Devonport Dockyard. Had sister ships, viz., ANT and CHEERFUL, and many others.
Heaviest gun was a 32 pr. Length, 90 ft.
Carried 30 men. Breadth 21 ft. 10 ins.
212 tons B.O.M.

4678 Albacore. *Wood Gun-boat.* Launched in 1856. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Screw gun boat of 2 guns. Had sister ships, AMELIA and BANTERER, and many others.
Heaviest gun was a 68 pr. Length, 108 ft.
Carried 36 men. Breadth, 22 ft. 3 ins.
235 tons B.O.M.

4679 **Bermuda Dock.** Small model of the Floating Dock at Bermuda.

4680 **Sheer Hulk.**
Model shewing method of hoisting in masts by means of the old "Sheer Hulk.

4681 **Ruby.**
42 gun frigate, in commission in the latter half of the Seventeenth Century.

4683 **Launches of Vessels.** Models shewing vessels ready for launching.

4684 **Rodney.** 2 *Decked Wood Line of Battle Ship.* Launched in 1833. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

Two decked ship of 92 guns. Laid down at Pembroke Yard as a sailing ship in 1827, launched as such in 1833, converted for the screw propeller in 1860. Had 2 sisters, viz., LONDON and NILE, both of which were converted to screw ships. NILE is now called CONWAY.

Heaviest gun was 68 pr. Length, 205 ft. 6 ins.
Carried 840 men. Breadth, 54 ft. 6 in.
4,096 tons Displacement.

4685 **Vanguard.** *Wood 2 decked line of Battle Ship.* Launched in 1835. Whole model. Scale, $\frac{1}{4}$ in. = one foot.

Wood line of battle ship of 80 guns. Built at Pembroke Dockyard. Had 10 sisters, viz., CENTURION, COLLINGWOOD, COLOSSUS, GOLIATH, IRRESISTIBLE, LION, MAJESTIC, MARS, MEANEE, and SUPERB.

Heaviest gun was a 32-pr. Length, 190 ft.
Carried 750 men. Breadth, 57 ft.
3,542 tons Displacement.

4686 **Cumberland.** *Wood 2-Decked Line of Battle Ship.* Launched in 1842. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

Two-decked ship of 70 guns, built at Chatham Yard. Had 1 sister, viz., BOSCAWEN.

Heaviest gun was a 32-pr. Length, 180 ft.
Carried 600 men. Breadth, 54 ft. 3 in.
3017 tons Displacement.

4687 *See* 4713.

4688 **Howe.** *Wood three decked Ship.* Launched in 1860. Whole Model Scale $\frac{1}{4}$ in. = one foot.

Three decked line of battle ship of 121 guns. Had 1 sister, viz., VICTORIA, now called IMPREGNABLE, which is at Devonport.

Heaviest gun, 68 pr. Length, 260 ft.
Carried 1,130 men. Breadth, 61 ft. 1 in.
4,245 tons B.O.M.

4689 **Royal Albert.** *Wood 3 Decker.* Launched in 1854. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

Three decked line of battle ship of 120 guns. Was intended to be a sailing ship but was converted to a screw. The model represents her as designed for a sailing ship.

Heaviest gun was a 32-pr. Length, 232 ft. 9 in.
Carried 1000 men. Breadth, 61 ft.
5,637 tons Displacement.

4690 **Royal William.** *Wood 3 Decker.* Whole Model. Scale, $\frac{1}{5}$ in. = one
4691 foot.

Three decker line of battle ship of 100 guns. Built at Chatham Yard, 1670. She was re-built at Chatham in 1692 on the same lines as originally designed by Phineas Pett, but in 1719 was again rebuilt at Portsmouth with alterations. She was finally broken up in August, 1813.

4692 **Barfleur.** *Wood 90 Gun Ship.* Launched in 1768. Whole Model.

Second rate ship of 90 guns, laid down at Chatham Dockyard in 1762, and broken up in 1819.

Heaviest gun was a 32 pr. Carried 750 men.

4693 **Duke of Kent.** *Wood 4-Decked Ship.*

This is a Model of a proposed 4 decked ship. The vessel was not built. The mode is included as having a special interest.

4694 **Recruit.** Launched in 1846.

First Iron vessel built for the Royal Navy.
Heaviest gun was a 32-pr. Length, 113 ft.
Carried 130 men. Breadth, 30 ft. 9 in.
449 tons B.O.M.

4695 **Royal George.** *Wood 3 Decker.* Launched in 1756. Whole Model. Scale $\frac{1}{4}$ in. = one foot.

Three decker line of battle ship of 100 guns. Laid down at Woolwich Yard, 1746. This ship, the flag ship of Admiral Kempenfelt, capsized at Spithead on the 29th August, 1782, whilst being heeled over to admit of slight repairs. The Admiral and a large portion of the crew were drowned. Many of her guns and stores were recovered in 1839; her hull was then blown to pieces. Heaviest gun was a 42-pr.

4695 A **Royal George.** *Wood 3 Decker.* Launched in 1788. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

Three decker line of battle ship. Built at Chatham and broken up at Devonport in 1822. Had 1 sister the QUEEN CHARLOTTE. Heaviest gun was a 42-pr.

4695 B **Royal Sovereign.** *3 Deck Line of Battle Ship.*

Three decker line of battle ship of 100 guns. Built at Woolwich Yard in 1637. Designed by Captain Phineas Pett. She was cut down to a two decker in 1684, and was accidently destroyed by fire at Chatham in 1696. This vessel was originally named SOVRAIGNE OF THE SEAS, then SOVEREIGN, and subsequently ROYAL SOVEREIGN. After the GREAT HARRY or HARRY GRACE A DIEU she was the next British ship of any note, and larger than any that had preceded her.

Her length of gun-deck is said to have been 173 ft., and her extreme breadth 50 ft. There is a remarkable similarity between the general dimensions and form of the bottom of this ship and the dimensions and form of line of battle ships built at the close of the Eighteenth century, the HOGUE for example.

4695 C **Great Harry.** *Wood Line of Battle Ship.* Two Whole Models—one

4695 D about $\frac{1}{16}$ in. to a foot, the other about $\frac{1}{4}$ in. to a foot.

These Models were prepared apparently as Models of the "Great Harry," of the reign of Henry VIII.; but they differ considerably from the careful drawing of the great ships of 1520 shown in Holbein's picture of the Embarkation of Henry VIII. at Dover in that year.

They probably represent large ships of the 16th century.

4695 E **Queen Charlotte.** 3 *Decker.* Launched in 1790. Whole Model. Scale, $\frac{1}{5}$ in. = one foot.

Three decker line of battle ship of 100 guns. Laid down at Chatham Yard, 1785. Burnt off Leghorn, 1800. Had 1 sister, viz., the ROYAL GEORGE, launched in 1788. The ROYAL GEORGE that capsized at Spithead was launched in 1756.

4695 F *See* 4690.

4696 **Tiger.** *Wood Paddle Frigate.* Launched in 1849. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

Paddle frigate. Grounded off Odessa in a fog on the 12th May, 1854, when she was surrendered to the Russians, and sunk by them. There were 4 similar vessels built, viz., FURIOUS, MAGICIENNE, RESOLUTE, and VALOROUS.
Length, 205 ft. Breadth, 36 ft.
1,221 tons B.O.M.

4696 A **Winchelsea.** Launched in 1764. Whole Model.

5th rate 32 gun ship. Sold out of the Royal Navy, 1814.
Heaviest gun was a 12-pr. Carried 220 men.

4697 **Pique.** *Wood Sailing Frigate.* Launched in 1834. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

Forty gun Wood Frigate. Had 3 sisters, viz., ACTIVE, CAMBRIAN, CHESAPEAKE, FLORA, and SYBILLE.
Heaviest gun was a 32-pr. Length, 160 ft.
Carried 350 men. Breadth, 48 ft. 10 in.
1,811 tons Displacement.

4698 **Modeste.** *Wood Sailing Frigate.* Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

36 gun wood frigate. Captured from the French in 1793.
Heaviest gun was an 18-pr. Carried 264 men.

4699 **Vernon.** *Wood Sailing Frigate.* Launched in 1832. Whole Model. Scale, $\frac{1}{4}$ in. = one foot. Also Half Model, No. 4661.

50 gun wood sailing frigate. The following vessels of same class were built but were not exact duplicates. ARETHUSA, CONSTANCE, INDEFATIGABLE, LEANDER, LIFFEY, NANKIN, OCTAVIA, PHÆTON, PHŒBE, RALEIGH, SEVERN, SHANNON, and SUTLEJ.

Heaviest gun was a 32 pr. Length, 176 ft.
Carried 500 men. Breadth, 52 ft. 9 in.
2,388 tons Displacement.

4700 **Rupert.** *2nd Class Armoured Battle Ship.* Launched in 1872. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

Twin screw iron armour plated vessel having a single turret.
Heaviest gun, 22 tons. Length, 250 ft.
Carries 267 men. Breadth, 53 ft.
5,440 tons Displacement.

4701 **Glatton.** *Armoured Coast Defence Ship.* Launched in 1871. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

Twin screw armour clad turret ship for Coast defence. This vessel has had one of her turrets fired at for experimental purposes.

Heaviest gun, 25 tons. Length, 245 ft.
Carries 191 men. Breadth, 54 ft.
4,910 tons Displacement.

4702 **Scorpion.** *Armoured Coast Defence Vessel.* Launched in 1863. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

Coast defence masted iron-cased turret ship. This vessel, with her sister the WIVERN, were constructed at Birkenhead, and originally intended for the Confederates during the American Civil War. They were purchased by the British Government.

Heaviest gun, 12 tons. Length, 224 ft. 6 ins.
Carries 148 men. Breadth, 42 ft. 5 ins.
2,750 tons Displacement.

4703 **Wivern.** See SCORPION, No. 4702.

4704

4705 **Bellerophon.** *Mid. Section. See* 4602.

4706 **Defence.** *Mid. Section. See* 4603.

4707 **Warrior.** *Mid. Section. See* 4607.

4708 **Megeara.** Model. *Mid. Section.*

4709 **Achilles.** *3rd. Class Broadside Battle Ship.* Launched in 1863. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

Single screw, iron broadside, armour clad, one of the earliest sea going ironclads, having the same general features as the AGINCOURT, MINOTAUR, NORTHUMBERLAND, BLACK PRINCE, and WARRIOR. She is intermediate in size between the first three and the last two of these vessels.

Heaviest gun, 12 tons. Length, 380 ft.
Carries 691 men. Breadth, 58 ft. 4 ins.
9820 tons Displacement.

4710

4711 **Monarch.** Whole Model. *See* 4604.

4712 Barfleur. *2nd Class Armoured Battle Ship.* Launched in . Whole Model. Scale, $\frac{1}{8}$ in. = one foot.

Latest twin screwed armoured second class battle ship, now building at Chatham Dockyard. Has 1 sister, viz., CENTURION.

Heaviest gun, 29 tons. Length, 360 ft.
Carries 600 men. Breadth, 70 ft.
10,500 tons Displacement.

4713 Queen. 3 *Decked Line of Battle Ship.* Launched in 1839. Whole Model. Scale, $\frac{1}{2}$ in. = one foot.

Line of battle ship of 3 decks and 110 guns. Laid down at Portsmouth Yard, 1833. Her name was originally ROYAL FREDERICK, but it was changed to QUEEN in 1839. She was converted to a screw 2-decked ship in 1859, at Sheerness. The Model shows the ship rigged and in dock, as she was built for a sailing ship.

Heaviest gun was a 32-pr. Carried 900 men.

There is another model on a $\frac{1}{4}$ in. scale, No. 4687, in a case with HOWE and ROYAL ALBERT.

Length, 204 ft. 3 in. Breadth, 60 ft.
4,476 tons Displacement.

4714 Victoria & Albert. *Wood Paddle Yacht.* Launched in 1855. Whole Model. Scale, $\frac{1}{4}$ in. = one foot. Also Half Model, No. 4626.

Royal paddle wheel yacht used by Her Majesty, built of wood. For a short time while building this vessel was called the WINDSOR CASTLE.

Heaviest gun is a 6-pr. Length, 300 ft.
Carries a crew of 237 men. Breadth 40 ft. 3 in.
2,470 tons Displacement.

4715 Osborne. *Wood Paddle Yacht.* Launched in 1843. Whole Model. Scale, $\frac{1}{4}$ in. = one foot. Also Half Models, Nos. 4627 and 4634.

Royal paddle wheel yacht. Laid down at Pembroke Yard, 1842. Prior to December, 1854, this vessel was called the VICTORIA and ALBERT. The present OSBORNE was launched in 1870.

Heaviest gun is a 7-pr. Length, 200 ft.
Carries 145 men. Breadth, 33 ft.
1,034 tons B.O.M.

4716 Fairy. *Single Screw Iron Royal Yacht.* Launched in 1845. Whole Model. Scale, $\frac{1}{8}$ in. = one foot. Also Half Model No. 4630.

Royal Yacht. Broken up in 1868.

Length, 144 ft. 8 in. Breadth, 21 ft. 2 in.
312 tons B.O.M.

4717 Alberta. *Wood Paddle Wheel Royal Yacht.* Launched in 1863. Whole Model. Scale, $\frac{1}{4}$ in. = one foot. Also Half Model, 4629.

Serves as a tender to the Royal Yacht, VICTORIA AND ALBERT.

Length, 160 ft. Breadth, 22 ft. 8 ins.
390 tons B.O.M.

4718 Royal Adelaide. *Sailing Royal Yacht.* Launched in 1834. Whole Model. Scale, $\frac{1}{2}$ in. = one foot.

Royal Yacht rigged as a frigate on Virginia water.

4719 Mercury. *Wood Sailing Yacht.* Scale, $\frac{3}{8}$ in. = one foot. Whole Model.

This was the yacht of the Commissioner of Portsmouth Yard about the year 1790.

Heaviest gun was a 9-pr. Carried 200 men.

4720 Immortalité. *Wood Screw Frigate.* Launched in 1859. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.

50 gun frigate laid down at Pembroke Yard 1849 as a sailing ship, but converted to a screw whilst building. The model represents the ship as actually built; 7 ships of a similar type were built between 1856—1860, viz., BACCHANTE, EMERALD, LIFFEY, LIVERPOOL, MELPOMENE, SHANNON, and TOPAZE.

Heaviest gun was a 68 pr. Length, 251 ft.
Carried 515 men. Breadth, 52 ft. 1 in.
3,059 tons B.O.M.

4721 **Euryalus.** *Wood Screw Frigate.* Launched in 1853. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Wood frigate of 51 guns, built at Chatham Yard. Had 5 sisters, viz., AURORA, CHESAPEAKE, FORTE, IMPERIEUSE, and NARCISSUS
Heaviest gun was a 63-pr. Length, 212 ft.
Carried 530 men. Breadth, 50 ft. 2 in.
2,371 tons B.O.M.

4722 **Emerson.** *Wood Paddle Vessel.* Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
One of the first steam ships in the Royal Navy.
Heaviest gun was a 9-pr. Carried 60 men.

4723 *See* 4557.

4724 **Acheron.** *Wood Paddle Vessel.* Launched in 1838. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Paddle wheel vessel of 2 guns. Length, 150 ft.
Heaviest gun was a 9 pr. Breadth, 32 ft. 9 ins.
Carried 60 men. 720 tons, B.O.M.

4725 *See* Separate List, page 457.

4726 Model of Wood Ship in frame.

4727 **Galley.** Maltese Galley of the 18th century.

4728 Models shewing construction of Wood Ships.

4729 **Ruby.**
64 gun vessel, built in 1768. Said to have belonged to Lord Nelson.

4730 **Victory.** *Nelson's Flag Ship in Battle of Trafalgar.* Launched in 1765. Whole Model. Scale, $\frac{1}{10}$ in. = one foot. Also Half Model, No. 4647. Scale, $\frac{1}{4}$ in. = one foot.
3 decked line of battle ship of 100 guns. It was on the quarter deck of this vessel that Nelson received his mortal wound from a ball fired from the mizen top of the French Ship REDOUTABLE. The VICTORY is still afloat in Portsmouth Harbour.
Heaviest gun was a 42-pr. Length 186 ft.
Carried 850 men. Breadth, 52 ft. 4 in.
2,104 tons B.O.M.
The same vessel is shewn on a launch, No. 4683, on a scale of $\frac{1}{5}$ in. to the foot.

4731 **Winchelsea.** Whole Model. Presented by King William IV. 1830.

4732 **Narcissus.** See ORLANDO, No. 4600.

4733 **Endymion.** See EDGAR, No. 4579.

4733B **St. Ronans, ss.** Whole Model. 4484 tons gross. Built by Earle's Shipbuilding and Engineering Company, Limited, Hull.
Lent by Sir Albert Kaye Rollit, LL.D., D.C.L., M.P.

4734 **Victory.** 3 *decked line of Battle Ship.* Whole Model.
3 decked line of battle ship of 100 guns. Built at Portsmouth Yard 1737, lost in the English Channel in the night between 4th and 5th October, 1744, when Admiral Balchen and his crew of upwards of 1000 men perished.
Length, 171 ft. 2 in. Breadth, 49 ft. 8 ins.
1,088 tons, B.O.M.

4734A **Lion.** *Wood 2 Decker.* Launched in 1847. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Third rate line of battle ship of 80 guns.
Heaviest gun was a 32-pr. Length, 190 ft.
Carried 750 men. Breadth, 57 ft.
2,590 tons B.O.M.

4735 **Nelson.** *Wood 2 Decker.* Launched in 1814. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
This model shews method of launching. It is arranged to work. The vessel was converted to a screw vessel in 1860.
Heaviest gun was a 68-pr. Length, 205 ft.
Carried 900 men. Breadth, 54 ft. 7 ins.
4,672 tons Displacement.

4736 **Royal William.** First Steam Ship to cross the Atlantic Ocean. Built by Messrs. Shepherd & Campbell, of Quebec.
Lent by the Literary and Historical Society of Quebec.

4737 **St. George.**
Built in the reign of Queen Anne.
Lent by W. Spread, Esq., 27, Pembridge Crescent, W.

4738 **St. Jean d'Acre.** *Wood 81 gun Ship.* Whole Model. Scale $\frac{1}{4}$ in. = one foot. Launched in 1855.

4739

4740 **Australia.** Half Model. Scale, $\frac{1}{4}$ in. = one foot. See ORLANDO, No. 4600.

4741 **Fearless.** Whole Model. Scale, $\frac{1}{4}$ in. = one foot. See ARCHER, No. 4580.

4742 **Prince Consort.** *Wood Armour Clad Ship.* Launched in 1862. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Single screw early broadside iron-cased vessel. Had 4 sisters, viz., CALEDONIA, OCEAN, ROYAL ALFRED, and ROYAL OAK. The ships of this class were originally designed and commenced as steam line of battle ships of 91 guns, but by Admiralty Order of 14th May, 1861, they were converted to armour-plated ships of 31 guns. The Model represents the ship as iron-cased.
Heaviest gun, 6½ tons. Length, 273 ft.
Carried 605 men. Breadth, 58 ft. 6 in.
6,832 tons Displacement.

4743 **Erebus.** *Iron Armour Plated Floating Battery.* Launched in 1856. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Single screw armour plated floating battery. Several similar vessels were built, viz., ÆTNA, GLATTON, METEOR, TERROR, THUNDER, THUNDERBOLT, and TRUSTY. These were the first iron cased ships constructed for H.M. Navy.
Heaviest gun was a 68-pr. Breadth, 48 ft. 6 in.
Length, 186 ft. 9 in. 1,954 tons B.O.M.
For Model of Thunderbolt, see the Exhibit of Messrs. Samuda Bros. & Co.

4744 **Pallas.** *Wood Armoured Central Battery Ship.* Launched in 1865. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Single screw, early wood armour clad.
Heaviest gun, 6½ tons. Length, 225 ft.
Carried 225 men. Breadth, 50 ft.
3,787 tons Displacement.

4744A **Prince Albert.** *Iron Turret Ship.* Launched in 1864. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Early iron single screw turret ship, designed under the superintendence of Capt. C. P. Coles. Had 4 turrets.
Heaviest gun, 12 tons. Length, 240 ft.
Carries 200 men. Breadth, 48 ft. 1 in.
3,880 tons Displacement.

4745 **Viper.** *Armoured 3rd Class coast defence Gunboat.* Launched in 1865. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Twin screw coast defence iron gun boat. Had 1 sister, the VIXEN.
Heaviest gun, 6½ tons. Length, 160 ft.
Carries 80 men. Breadth, 32 ft.
1,230 tons Displacement.

4745A **Achilles.** Small Model of. *See* 4709.

4746 **Devastation.** *Midship Section.* Showing construction of ship. *See* 4751.

4747 **Rupert.** Midship Section Model showing construction of ship. *See* 4700.

4747A *Midship Section.* Shewing the arrangement of framing in the above vessel.

4748 **Hercules.** *Midship Section.* Shewing construction of. *See* 4605.

4749 **Bellerophon.** Bow and Stern of. *See* 4602.
Shewing arrangements of bow and stern.

4750 **Thunderer,** *Magazine of.*
Shows magazine of H.M.S. THUNDERER of 1836.

4751 **Devastation.** *1st Class Battle Ship.* Launched in 1871. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Twin screw armour clad, built of iron. Largest example of the Monitor type of vessel in the Royal Navy. First iron ship built in Portsmouth Dockyard. Has 1 sister, viz., the THUNDERER.
Heaviest gun, 29 tons. Length, 285 ft.
Carries 388 men. Breadth, 62 ft. 4 in.
9,330 tons Displacement.

4752

4753 **Inflexible.** *1st Class Battle Ship.* Launched in 1876. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Iron twin screw armoured battle ship. Was for a long time the largest and most powerful armour clad in the Royal Navy.
Thickest armour, 24 ins. Length, 320 ft.
Heaviest gun, 80 tons. Breadth, 75 ft.
Carries 469 men. 11,880 tons Displacement.

4754 **Agamemnon.** *1st Class Battle Ship.* Launched in 1879. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
Built on the same general principles as the large armour clad turret ship INFLEXIBLE, but is much smaller. Was designed to go through the Suez Canal. Has 1 sister, viz., Ajax. Two vessels, COLOSSUS and EDINBURGH, were built with same general features, but intermediate in size between AGAMEMNON and INFLEXIBLE.
Heaviest gun, 38 tons. Length, 280 ft.
Thickest armour, 18 ins. Breadth, 66 ft.
Carries 412 men. 8,660 tons Displacement.

4754A **Polyphemus.** Whole Model.

4755 **Benbow.** Midship Section.
This model shews the arrangement of framing, &c. *See* 4756.
Length, 330 ft. Breadth, 68 ft. 6 ins.
10,600 tons Displacement.

4756 **Benbow.** *1st Class Battle Ship.* Launched in 1885. Whole Model. Scale, $\frac{1}{4}$ in. = one foot.
This vessel, together with 5 others, viz., ANSON, CAMPERDOWN, COLLINGWOOD, HOWE, and RODNEY, form the "Admiral Class" of twin screw Barbette Armour, clad ships, built of steel. The Benbow has one 111 ton gun (the largest gun in the Royal Navy) in each barbette; the other ships have 2 smaller guns in each barbette.
Carries 515 men.

4757 **Sans Pareil.** Whole Model. Scale, = one foot. See VICTORIA.
Lent by Thames Iron Works and Shipbuilding Co.

4758 **Hood.** Whole Model. *See* 4759 and 4611.

4759 **Royal Sovereign.** *1st Class Battle Ship.* Launched in 1891. Whole Model. Scale, $\frac{1}{8}$ in. = one foot.
Steel twin screw armour clad ship with two barbettes. Has 6 sisters, viz.: RAMILLIES, RENOWN, REPULSE, RESOLUTION, REVENGE, and ROYAL OAK. Another vessel, the HOOD, Nos. 4758 and 4611, is of the same class but is fitted with turrets instead of barbettes. These are the latest, largest, and most powerful armour clad vessels in the Royal Navy.
Has four 67 ton guns. Length, 380 ft.
Carries 634 men. Breadth, 75 ft.
14,150 tons Displacement.

4760 **Models** of sterns, sections, &c., of wood ships.

4761 **Battle Ship, Line of.**
80 gun vessel.

4762 **Empress of India,** Model of.

4763 **Revenue Cutter.** Model of Revenue Cutter employed at the end of last century. *Lent by G. Corner, Esq.*

4764 **Leander.** *Steel Cruiser.* Launched in 1882. Half Model. Scale, $\frac{1}{4}$ in. = one foot.
Twin screw partially protected 2nd classs Cruiser of 10 guns, built at Glasgow. Has 3 sisters, viz., AMPHION, ARETHUSA, and PHAETON.
Heaviest gun, 5 tons. Length, 300 ft.
Carries 300 men. Breadth, 46 ft.
4,300 tons Displacement.

4765 Bows, Sections, &c., of Wood Ships.

4766 **Resolution.** Model of vessel commanded by the celebrated Navigator Captain Cook.

4767 **Fame.** Model of Whaling Ship owned and commanded by the celebrated navigator Captain Scoresby.

4768 **Bellona.** Whole Model. *See* 4573.
There is also a whole model on a scale of $\frac{1}{4}$ inch to the foot.

4769 Sterns, Sections, &c., of Wood Ships.

4770 **Portrait of Sir Robert Seppings** (after whom this gallery is named), Surveyor of the Navy in the reign of George IV.

4771 **Oil painting of the "Great Western" S.S.** (1838). The first Steamship which made regular voyages across the Atlantic.
Lent by H. M. Brunel, Esq., 21, *Delahay Street, S.W.*

4772 **Half Model of Yacht "Siola."**
Photograph of ditto.
Lent by Captain the Hon. Victor Montagu, R.N.

4773 **Plans of Hospital Ships.** Coloured engravings.
Lent by P. M. Braidwood, Esq., Minto House, Shirehampton, Bristol.

STAR LIFE ASSURANCE SOCIETY.

HEAD OFFICE:

32, MOORGATE ST., LONDON.

ESTABLISHED 1843.

REDUCED RATES FOR THE NAVAL SERVICE.

CHAIRMAN.
WILLIAM MEWBURN, Esq., J.P., D.L.

DEPUTY-CHAIRMAN.
H. J. ATKINSON, Esq., M.P.

Total Amount Assured, £10,915,348.

Number of Policies issued, over 65,000.

New Assurances, 1890, £1,200,000

PRESENT FINANCIAL POSITION.

Funds in hand £2,924,657
Annual Income £457,219
Total Claims Paid £3,465,015
Bonuses declared £1,465,911

COMPOUND BONUSES,
Giving at the last division additions of £7 10s. to £11 10s. on every £100.

Actuary and Secretary—HENRY GAMBLE HOBSON.

ALPHABETICAL NOMINAL LIST OF SHIP MODELS ON VIEW IN THE EXHIBITION, INCLUDING BOTH THOSE IN THE HISTORICAL SERIES AND THOSE EXHIBITED BY PRIVATE FIRMS.

Name of Ship Represented	Where Represented	No. of Model
Aboukir	Albion (H. C.)*	4656
Abyssinia	Cerberus (H. C.)	4601
Acheron	Acheron (H. C.)	4724
Achilles	Achilles (H. C.)	4709
Acorn	Arab (H. C.)	4673
Active	Pique (H. C.)	4697
Æolus	Apollo (H. C.)	4582
Agamemnon	Agamemnon (H. C.)	4658
Agamemnon	Agamemnon (H. C.)	4754
Agincourt	Minotaur (H. C.)	4596
Ajax	Agamemnon (H. C.)	4754
Alacrity	Alacrity (H. C.)	4624
Alarm	Sharpshooter (H. C.)	4577
Alaska	Alaska (Union Company)	4492
Albacore	Mistletoe (H. C.)	4642
Albacore	Albacore (H. C.)	4678
Albatross	Arab (H. C.)	4673
Alberta	Alberta (H. C.)	4717
Albion	Albion (H. C.)	4656
Alert	Cruiser (H. C.)	4556
Alexander	Alexander (Mr. Bushell)	4538
Alexandra	Alexandra (H. C.)	4608
Algiers	Albion (H. C.)	4656
Alleghany	Alleghany (Suart and Co.)	4544B
Almirante Brown	Almirante Brown (Samuda Company)	4506
Almirante Condell	Almirante Condell (Laird Brothers)	4515
Almirante Lynch	Almirante Lynch (Laird Brothers)	4515
Amazon	Amazon (H. C.)	4557 & 4723
Amelia	Albacore (H. C.)	4678
Amethyst	Amethyst (H. C.)	4622
Amphion	Leander (H. C.)	4764
Andromache	Apollo (H. C.)	4582
Angler	Angler (H. C.)	4677
Anson	Benbow (H. C.)	4755 & 4756
Ant	Angler (H. C.)	4677
Apollo	Apollo (H. C.)	4582
Arab	Arab (H. C.)	4644
Arab	Arab (H. C.)	4673
Archer	Archer (H. C.)	4580
Archer	Archer (H. C.)	4639
Archie	Archie (Forrestt & Sons)	4489
Arethusa	Vernon (H. C.)	4661 & 4699

* H. C.—Historical Collection.

Name of Ship Represented	Where Represented	No. of Model
Arethusa	Arethusa (H. C.)	4660
Arethusa	Leander (H. C.)	4764
Ariadne	Galatea (H. C.)	4666
Arminius	Arminius (Samuda Co.)	4506
Arrow	Snake (H. C.)	4551
Assaye	Sharpshooter (H. C.)	4577
Assistance	Resolute (H. C.)	4565
Assistance	Assistance (H. C.)	4567
Astrea	Astrea (H. C.)	4575
Audacious	Invincible (H. C.)	4609
Aurora	Euryalus (H. C.)	4721
Aurora	Orlando (H. C.)	4600
Austral	Austral (Orient Co.)	4540
Australia	Orlando (H. C.)	4600
Australia	Australia (Messrs. Napier)	4740
Australine	Australine (Mr. Bethell)	4544A
Bacchante	Immortalité (H. C.)	4720
Bacchante	Bacchante (H. C.)	4618
Badger	Snake (H. C.)	4551
Banterer	Albacore (H. C.)	4678
Barfleur	Barfleur (H. C.)	4692
Barfleur	Barfleur (H. C.)	4712
Barham	Bellona (H. C.)	4573
Barracouta	Barracouta (H. C.)	4571
Barrosa	Barracouta (H. C.)	4571
Bausan Giovanni	Bausan Giovanni (Armstrong's Kiosk)	
Bellerophon	Bellerophon (H. C.)	4602 & 4709
Bellona	Bellona (H. C.)	4573
Benbow	Benbow (H. C.)	4755 & 4756
Bermuda Dock	Bermuda Dock (Mr. Krook)	4679
Bismarck	Shah (Samuda Co.)	4506
Bittern	Plover (H. C.)	4675
Bittern	Arab (H. C.)	4673
Black Cock	Black Cock (Laird Bros.)	4515
Black Eagle	Black Eagle (H. C.)	4628
Black Prince	Warrior (H. C.)	4607
Blake	Blake (H. C.)	4583
Blanche	Barracouta (H. C.)	4571
Blazer	Snake (H. C.)	4551
Blenheim	Blake (H. C.)	4583
Blenheim	Blenheim (Thames Co.'s Kiosk)	5321
Blonde	Barracouta (H. C.)	4571
Bloodhound	Snake (H. C.)	4551
Boadicea	Bacchante (H. C.)	4618
Bonanza	Bonanza (Forrestt & Son)	4489
Bonaventure	Astrea (H. C.)	4575
Bonetta	Snake (H. C.)	4551
Boomerang	Sharpshooter (H. C.)	4577
Boomerang	Boomerang (Armstrong's Kiosk)	

Name of Ship Represented	Where Represented	No. of Model
Boscawen	Cumberland (H. C.)	4686
Bows and sterns of wood ships	Bows and sterns of wood ships (H. C.)	4761-5-9
Brilliant	Apollo (H. C.)	4582
Brisk	Archer (H. C.)	4580
Brisk	Brisk (H. C.)	4672A
Bristol	Newcastle (H. C.)	4667
Britannia	Britannia (Telegraph Construction and Maintenance Co.)	4508
Britannia	Britannia (Donald Currie & Co.)	4499
Britomart	Britomart (H. C.)	4674
Bulldog	Snake (H. C.)	4551
Bullfinch	Plover (H. C.)	4675
Bullfrog	Snake (H. C.)	4551
Bulwark	Bulwark (H. C.)	4653
Bustard	Snake (H. C.)	4551
Buzzard	Nymphe (H. C.)	4564
Cæsar	Albion (H. C.)	4656
Caledonia	Royal Alfred (H. C.)	4593
Calliope	Calliope (H. C.)	4621
Calypso	Calliope (H. C.)	4621
Cambrian	Astrea (H. C.)	4575
Cambrian	Pique (H. C.)	4697
Camperdown	Benbow (H. C.)	4756
Canada	Comus (H. C.)	4620
Cardinal Wolsey	Cardinal Wolsey (Edwards & Symes)	4486
Caroline	Heroine (H. C.)	4625
Carysfort	Comus (H. C.)	4620
Centurion	Vanguard (H. C.)	4687
Centurion	Barfleur (H. C.)	4712
Cerberus	Cerberus (H. C.)	4601
Challenger	Racoon (H. C.)	4635
Chamelcon	Rinaldo (H. C.)	4636
Champion	Comus (H. C.)	4620
Chanticleer	Rinaldo (H. C.)	4636
Charybdis	Astrea (H. C.)	4575
Cheerful	Angler (H. C.)	4677
Cherub	Britomart (H. C.)	4674
Chesapeake	Euryalus (H. C.)	4721
Chesapeake	Pique (H. C.)	4697
Chesapeake	Imperieuse (H. C.)	4662
Chesapeake	Chesapeake (H. C.)	4659
Chien Shen	Chien Shen (Laird Bros.)	4515
Chih Yuan	Chih Yuan (Armstrong's Kiosk)	
Circe	Sharpshooter (H. C.)	4577
City of New York	City of New York (Thomson's Kiosk)	
City of Paris	City of Paris (Thomson's Kiosk)	
Cleopatra	Comus (H. C.)	4620
Clio	Racoon (H. C.)	4635

Name of Ship Represented	Where Represented	No. of Model
Cockatrice	Britomart (H. C.)	4674
Collingwood	Collingwood (H. C.)	4612
Collingwood	Vanguard (H. C.)	4687
Colossus	Vanguard (H. C.)	4687
Colossus	Colossus (H. C.)	4613
Columbia	Columbia (Laird Bros.)	4515
Comet	Snake (H. C.)	4551
Commerce de Marseilles	Commerce de Marseilles (H. C.)	4648
Comus	Comus (H. C.)	4620
Condor	Condor (H. C.)	4552
Connaught	Connaught (Laird Bros.)	4515
Conqueror	Conqueror (H. C.)	4610
Conquest	Comus (H. C.)	4620
Constance	Vernon (H. C.)	4699
Constance	Comus (H. C.)	4620
Constance	Constance (Corpn. of Winchester)	4507
Contest	Flying Fish (H. C.)	4669
Conway	Rodney (H. C.)	4684
Corconera	Corconera (Edwards and Symes)	4486
Cordelia	Comus (H. C.)	4620
Cormorant	Cormorant (H. C.)	4561
Cossack	Archer (H. C.)	4580
Coureur	Coureur (Thornycroft & Co.)	4490
Creole	Creole (Forrestt & Son)	4489
Crescent	Edgar (H. C.)	4579
Crocodile	Euphrates (H. C.)	4568
Cromer	Britomart (H. C.)	4674
Cruiser	Cruiser (H. C.)	4556
Cuckoo	Snake (H. C.)	4551
Cumberland	Cumberland (H. C.)	4686
Curaçoa	Comus (H. C.)	4620
Curlew	Plover (H. C.)	4675
Curlew	Curlew (H. C.)	4574
Daphne	Nymphe (H. C.)	4564
Daphne	Amazon (H. C.)	4557 & 4723
Daring	Flying Fish (H. C.)	4669
Daring	Daring (H. C.)	4671
Dee	Medina (H. C.)	4645
Defence	Defence (H. C.)	4603
Despatch	Arab (H. C.)	4673
Destructor	Destructor (Thomson's Kiosk)	
Deutchland	Deutchland (Samuda Co.)	4506
Devastation	Devastation (H. C.)	4751
Diadem	Diadem (H. C.)	4664
Diamond	Opal (H. C.)	4560
Dolphin	Dolphin (H. C.)	4558
Don	Medina (H. C.)	4645
Doris	Diadem (H. C.)	4664
Doterel	Cormorant (H. C.)	4561

Name of Ship Represented	Where Represented	No. of Model
Doterel	Britomart (H. C.)	4674
Dover	Dover (Laird Bros.)	4515
Dragon	Cormorant (H. C.)	4561 & 4564A
Dryad	Amazon (H. C.)	4557 & 4723
Duke of Cambridge	Shah (Samuda Co.)	4506
Duke of Kent	Duke of Kent (H. C.)	4693
Duke of Wellington	Duke of Wellington (H. C.)	4651
Dunottar Castle	Dunottar Castle (Donald Currie)	4499
Edgar	Edgar (H. C.)	4579
Edgar	Agamemnon (H. C.)	4658
Edinburgh	Colossus (H. C.)	4613
Elfin	Elfin (H. C.)	4631
Elizabeth	Elizabeth (Armstrong's Kiosk)	
Elk	Arab (H. C.)	4673
Emerald	Opal (H. C.)	4560
Emerald	Immortalité (H. C.)	4720
Emerald	Emerald (H. C.)	4663
Emerson	Emerson (H. C.)	4722
Empress Frederick	Shah (Samuda Co.)	4506
Empress of China	(Barrow Co.)	4541
Empress of India	(Barrow Co.)	4541
Empress of Japan	(Barrow Co.)	4541
Enchantress	Salamis (H. C.)	4633
Encounter	Amethyst (H. C.)	4622
Encounter	Archer (H. C.)	4639
Endymion	Edgar (H. C.)	4579
Endymion	Diadem (H. C.)	4664
Endymion	Endymion (Messrs. Earl's Co.)	4733
Erebus	Erebus (H. C.)	4743
Escort	Escort (Edwards & Symes)	4486
Esk	Highflyer (H. C.)	4637
Esk	Medina (H. C.)	4645
Espiegle	Cormorant (H. C.)	4561
Espiegle	Espiegle (H. C.)	4672
Etruria	Etruria (Cunard Co.)	4514
Euphrates	Euphrates (H. C.)	4568
Euphrates	Euphrates (Laird Bros.)	4515
Euryalus	Euryalus (H. C.)	4721
Euryalus	Bacchante (H. C.)	4618
Euryalus	Imperieuse (H. C.)	4662
Exmouth	Albion (H. C.)	4656
Fairy	Fairy (H. C.)	4716 & 4630
Falcon	Cruiser (H. C.)	4566
Falmouth	Falmouth (Messrs. Green)	4493
Fame	Fame (Messrs. Earl's Co.)	4767
Fantome	Arab (H. C.)	4673
Fawn	Cruiser (H. C.)	4566
Fearless	Fearless (Barrow Co.)	4541

Name of Ship Represented	Where Represented	No. of Model
Fidget	Snake (H. C.)	4551
Flirt	Flirt (H. C.)	4641
Flora	Pique (H. C.)	4697
Flora	Astrea (H. C.)	4755
Flying Fish	Flying Fish (H. C.)	4669
Forerunner	Forerunner (Laird Bros.)	4515
Forte	Imperieuse (H. C.)	4662
Forte	Astrea (H. C.)	4575
Forte	Euryalus (H. C.)	4721
Forth	Mersey (H. C.)	4585
Fox	Astrea (H. C.)	4575
Frederica	Frederica (Thomson's Kiosk)	
Furious	Tiger (H. C.)	4696
Fu Sheng	Fu Sheng (Laird Bros.)	4515
Galatea	Galatea (Mr. Morrell)	4501
Galatea	Orlando (H. C.)	4600
Galatea	Galatea (H. C.)	4666
Gannet	Cormorant (H. C.)	4561
Garnet	Opal (H. C.)	4560
Gibraltar	Edgar (H. C.)	4579
Gibraltar	Gibraltar (H. C.)	4654
Glasgow	Newcastle (H. C.)	4667
Glatton	Glatton (H. C.)	4701
Gleaner	Sharpshooter (H. C.)	4577
Goliath	Vanguard (H. C.)	4687
Gossamer	Sharpshooter (H. C.)	4577
Grafton	Edgar (H. C.)	4579
Grasshopper	Sandfly (H. C.)	4578
Great Eastern	Great Eastern...(Telegraph Construction and Maintenance Co.)	4508
Great Harry	Great Harry (H. C.)	4695c & D
Grecian	Arab (H. C.)	4673
Hannibal	Albion (H. C.)	4656
Harrier	Cruiser (H. C.)	4556
Hawke	Edgar (H. C.)	4579
Hebe	Sharpshooter (H. C.)	4577
Hector	Hector (H. C.)	4590
Helicon	Helicon (H. C.)	4632
Herald	Herald (Yarrow & Co.)	4542
Hercules	Hercules (H. C.)	4605
Hermione	Astrea (H. C.)	4575
Hermione	Hermione (Edwards & Symes)	4486
Hero	Conqueror (H. C.)	4610
Heroine	Heroine (H. C.)	4625
Heron	Britomart (H. C.)	4674
Heron	Arab (H. C.)	4673
Highflyer	Highflyer (H. C.)	4637
Himalaya	Himalaya (H. C.)	4563

Name of Ship Represented	Where Represented	No. of Model
H. M. Stanley	Shah (Samuda)	4586
Hood	Hood (H. C.)	4611 & 4758
Hornet	Cruiser (H. C.)	4556
Howe	Benbow (H. C.)	4756
Howe	Howe (H. C.)	4688
Huascar	Huascar (Laird Bros.)	4515
Hyacinth	Heroine (H. C.)	4625
Hyaena	Snake (H. C.)	4551
Ide Julio	Ide Julio (Laird Bros.)	4515
Immortalitè	Orlando (H. C.)	4600
Immortalité	Immortalité (H. C.)	4720
Imperieuse	Imperieuse (H. C.)	4662
Imperieuse	Imperieuse (H. C.)	4606
Impregnable	Howe (H. C.)	4688
Indefatigable	Apollo (H. C.)	4582
Indefatigable	Indefatigable (Lon. & Glasgow Co.)	4543
Indefatigable	Vernon (H. C.)	4699
Independencia	Independencia (Laird Bros.)	4515
Inflexible	Inflexible (H. C.)	4753
Intrepid	Intrepid (Lon. & Glasgow Co.)	4543
Intrepid	Apollo (H. C.)	4582
Invincible	Invincible (H. C.)	4609
Iphigenia	Iphigenia (London & Glasgow Co.)	4543
Iphigenia	Apollo (H. C.)	4582
Ireland	Ireland (Laird Brothers)	4515
Iris	Iris (H. C.)	4623
Iron Duke	Invincible (H. C.)	4609
Irresistible	Vanguard (H. C.)	4687
James Watt	Agamemnon (H. C.)	4658
Jason	Wolverene (H. C.)	4640
John Randolph	John Randolph (Laird Brothers)	4515
Jumna	Euphrates (H. C.)	4568
Juno	Juno (H. C.)	4566
Kaiser	Shah (Samuda Company)	4506
Kaiser	Deutchland (Samuda Company)	4506
Kangaroo	Arab (H. C.)	4673
Karrakatta	Sharpshooter (H. C.)	4577
Katoomba	Pallas (H. C.)	4581
Katoomba	Katoomba (Armstrong's Kiosk)	
Kingfisher	Cormorant (H. C.)	4561
Kite	Snake (H. C.)	4551
Lady Hermione	Lady Hermione (Forrestt & Son)	4489
Landrail	Curlew (H. C.)	4574
Lapwing	Plover (H. C.)	4675
Latona	Apollo (H. C.)	4582
Latona	Latona (Barrow Company)	4541
Launches	Launches (H. C.)	4683

Name of Ship Represented	Where Represented	No of Model
Leander	Vernon (H. C.)	4699
Leander	Leander (H. C.)	4764
Leander	Leander (Mr. Green)	4493
Leda	Sharpshooter (H. C.)	4577
Le Jemmapes	Le Jemmapes (H. C.)	4655
Liffey	Immortalité (H. C.)	4720
Liffey	Vernon (H. C.)	4699
Lightning	Lightning (Thornycroft & Co.)	4490
Lily	Arab (H. C.)	4644
Line of Battle Ship, 80 guns	Line of Battle Ship (Mr. Pearse)	4761
Linnet	Swift (H. C.)	4553
Linnet	Britomart (H. C.)	4674
Lion	Lion (H. C.)	4734A
Lion	Vanguard (H. C.)	4687
Liverpool	Immortalite (H. C.)	4720
London	Rodney (H. C.)	4684
Lord Clyde	Lord Warden (H. C.)	4595
Lord Warden	Lord Warden (H. C.)	4595
Lydia	Lydia (Thomson's Kiosk)	
Magdala	Magdala (H. C.)	4598
Magicienne	Medea (H. C.)	4576
Magicienne	Tiger H. C.)	4696
Magpie	Plover (H. C.)	4675
Majestic	Majestic (Ismay, Imrie & Co.)	4491
Majestic	Vanguard (H. C.)	4687
Malabar	Euphrates (H. C.)	4568
Maltese Galley	Maltese Galley (H. C.)	4727
Marathon	Medea (H. C.)	4576
Marlborough	Marlborough (H. C.)	4652
Mars	Vanguard (H. C.)	4687
Mary Beatrice	Mary Beatrice (Samuda Co.)	4508
Mastiff	Snake (H. C.)	4551
Mayo de 25th	Mayo de 25th (Armstrong's Kiosk)	
Meanee	Vanguard (H. C.)	4687
Medea	Medea (H. C.)	4576
Medina	Medina (H. C.)	4645
Medusa	Medea (H. C.)	4576
Medway	Medina (H. C.)	4645
Megeara	Megeara (H. C.)	4569 & 4708
Melampus	Melampus (Scott & Co.)	4509
Melampus	Apollo (H. C.)	4582
Melampus	Melampus (Barrow Co.)	4541
Melpomene	Medea (H. C.)	4576
Melpomene	Immortalité (H. C.)	4720
Melpomene	Emerald (H. C.)	4663
Mercury	Iris (H. C.)	4623
Mercury	Mercury (H. C.)	4719
Mersey	Mersey (H. C.)	4585
Mersey	Orlando (H. C.)	4665

Name of Ship Represented	Where Represented	No. of Model
Mexican	Mexican (Union Co.)	4492
Midge	Midge (Forrestt & Son)	4489
Mildura	Pallas (H. C.)	4581
Minotaur	Minotaur (H. C.)	4596
Minstrel	Britomart (H. C.)	4674
Miranda	Cormorant (H. C.)	4561 & 4561A
Mirror	Mirror (Eastn. Telegh. Co.)	4496
Mistletoe	Mistletoe (H. C.)	4642
Modeste	Modeste (H. C.)	4698
Modeste	Amethyst (H. C.)	4622
Mohawk	Archer (H. C.)	4580
Monarch	Monarch (H. C.)	4711
Moor	Moor (Union Co.)	4492
Mosquito	Mosquito (Yarrow & Co.)	4541
Munster	Munster (Laird Bros.)	4515
Mutine	Cormorant (H. C.)	4561
Mutine	Mutine (H. C.)	4670
Naiad	Apollo (H. C.)	4582
Naiad	Naiad (Barrow Co.)	4541
Nankin	Vernon (H. C.)	4699
Narcissus	Orlando (H. C.)	4600
Narcissus	Narcissus (Messrs. Earl's Co.)	4732
Narcissus	Euryalus (H. C.)	4721
Nelson	Nelson on Launch (H. C.)	4735
Nemesis	Nemesis (Laird Bros.)	4515
Neptune	Neptune (H. C.)	4657
Nerbudda	Flying Fish (H. C.)	4669
Netley	Britomart (H. C.)	4674
Newcastle	Newcastle (H. C.)	4667
Niger	Archer (H. C.)	4689
Nile	Trafalgar (H. C.)	4615
Nile	Rodney (H. C.)	4684
Niobe	Amazon (H. C.)	4557 & 4723
Northumberland	Minotaur (H. C.)	4596
Nubia	Nubia (Laird Bros.)	4515
Nun	Nun (Laird Bros.)	4515
Nymphe	Nymphe (H. C.)	4564
Nymphe	Amazon (H. C.)	4557 & 4723
Ocean	Royal Alfred (H. C.)	4593
Octavia	Arethusa (H. C.)	4660
Octavia	Vernon (H. C.)	4699
Opal	Opal (H. C.)	4560
Ophir	Ophir (Orient Co.)	4540
Orestes	Wolverene (H. C.)	4640
Orlando	Orlando (H. C.)	4600
Orlando	Orlando (H. C.)	4665
Orient	Orient (Orient Co.)	4540
Orizaba	Orizaba (Orient Co.)	4540

Name of Ship Represented	Where Represented	No. of Model
Ormuz	Ormuz (Orient Co.)	4540
Orontes	Orontes (H. C.)	4570
Orotava	Orotava (Orient Co.)	4540
Oroya	Oroya (Orient Co.)	4540
Orpheus	Wolverene (H. C.)	4640
Oruba	Oruba (Orient Co.)	4540
Orwell	Britomart (H. C.)	4674
Osborne	Osborne (H. C.)	4715
Osborne	Osborne (H. C.)	4627 & 4634
Osprey	Osprey (H. C.)	4668
Osprey	Cormorant (H. C.)	4561
Ottoman	Ottoman (Laird Bros.)	4515
Owen Glendower	Owen Glendower (Messrs. Green)	4493
Pallas	Pallas (H. C.)	4581
Pallas	Pallas (H. C.)	4744
Paluma	Paluma (Armstrong's Kiosk)	
Pearl	Pallas (H. C.)	4581
Pegasus	Cormorant (H. C.)	4561
Pelican	Cormorant (H. C.)	4561 & 4558A
Pelican	Rinaldo (H. C.)	4636
Penelope	Penelope (H. C.)	4591
Penguin	Cormorant (H. C.)	4561
Perseus	Rinaldo (H. C.)	4636
Persian	Arab (H. C.)	4673
Petrolea	Petrolea (Suart & Co.)	4544B
Phæton	Vernon (H. C.)	4699
Phæton	Leander (H. C.)	4764
Philomel	Pallas (H. C.)	4581
Philomel	Plover (H. C.)	4675
Phœbe	Pallas (H. C.)	4581
Phœbe	Vernon (H. C.)	4699
Phœnix	Cormorant (H. C.)	4561
Pickle	Snake (H. C.)	4551
Piemonte	Piemonte (Armstrong's Kiosk)	
Pigeon	Britomart (H. C.)	4674
Pike	Snake (H. C.)	4551
Pilot	Arab (H. C.)	4673
Pioneer	Pioneer (H. C.)	4646
Pique	Apollo (H. C.)	4582
Pique	Pique (H. C.)	4697
Plassy	Sharpshooter (H. C.)	4577
Plover	Plover (H. C.)	4675
Plucky	Plucky (H. C.)	4676
Polyphemus	Polyphemus (H. C.)	4587 & 4754A
Porpoise	Archer (H. C.)	4580
Prince Albert	Prince Albert (H. C.)	4744
Prince Consort	Prince Consort (H. C.)	4742
Princess Mary	Princess Mary (Mr. Bemrose)	4510E
Princess Royal	Albion (H. C.)	4656

Name of Ship Represented	Where Represented	No. of Model
Prince of Wales	Prince of Wales (Scott & Co.)	4509
Protector	Protector (Armstrong's Kiosk)	
Prudentia	Prudentia (Suart & Co.)	4544B
Psyche	Salamis (H. C.)	4633
Pylades	Heroine (H. C.)	4625
Pylades	Pylades (H. C.)	4638
Queen	Queen (H. C.)	4687 & 4713
Queen Charlotte	Queen Charlotte (H. C.)	4695G
Racoon	Archer (H. C.)	4580
Racoon	Racoon (H. C.)	4635
Rainbow	Apollo (H. C.)	4582
Raleigh	Vernon (H. C.)	4699
Raleigh	Raleigh (H. C.)	4617
Ramillies	Royal Sovereign (H. C.)	4759 & 4614
Ramillies	Ramillies (Thomson's Kiosk)	
Rapid	Heroine (H. C.)	4625
Rattler	Rattler (H. C.)	4559
Rattler	Rinaldo (H. C.)	4636
Rattlesnake	Sandfly (H. C.)	4578
Rattlesnake	Rattlesnake (Laird Bros.)	4515
Rattlesnake	Wolverene (H. C.)	4640
Recruit	Recruit (Mr. Andrews)	4694
Reindeer	Rinaldo (H. C.)	4636
Reina Regente	Reina Regente (Thomson's Kiosk)	
Renard	Renard (Mr. Owlett, H. C.)	4513
Renown	Royal Sovereign (H. C.)	4759 & 4614
Repulse	Royal Sovereign (H. C.)	4759 & 4614
Repulse	Repulse (H. C.)	4594
Research	Research (H. C.)	4588
Research	Research (H. C.)	4572
Resistance	Defence (H. C.)	4603
Resolute	Resolute (H. C.)	4565
Resolute	Tiger (H. C.)	4696
Resolution	Royal Sovereign (H. C.)	4759 & 4614
Resolution	Resolution (From Quebec)	4766
Retribution	Apollo (H. C.)	4582
Revenge	Royal Sovereign (H. C.)	4759 & 4614
Revenue Cutter	Revenue Cutter (Mr. Corner)	4763
Riachuelo	Riachuelo (Samuda Co.)	4506
Rinaldo	Rinaldo (H. C.)	4636
Ringaroma	Pallas (H. C.)	4581
Ringdove	Plover (H. C.)	4675
Robert F. Stockton	R. F. Stockton (Laird Bros.)	4515
Rodney	Benbow (H. C.)	4756
Rodney	Rodney (H. C.)	4684
Royal Adelaide	Royal Adelaide (H. C.)	4718
Royal Albert	Royal Albert (H. C.)	4689
Royal Alfred	Royal Alfred (H. C.)	4593

Name of Ship Represented	Where Represented	No. of Model
Royal Arthur	Edgar (H. C.)	4579
Royal George	Royal George (H. C.)	4695 & 4695A
Royalist	Heroine (H. C.)	4625
Royal Oak	Royal Sovereign (H. C.)	4759 & 4614
Royal Oak	Royal Alfred (H. C.)	4593
Royal Oak	Royal Oak (Laird Bros.)	4515
Royal Sovereign	Royal Sovereign (H. C.)	4759 & 4614
Royal Sovereign	Royal Sovereign (H. C.)	4592
Royal Sovereign, or Sovraigne of the Seas	Royal Sovereign, or Sovraigne of the Seas (H. C.)	4695B
Royal William	Royal William (H. C.)	4695F
Royal William	Royal William (From Quebec)	4736
Royal William	Neptune (H. C.)	4657
Royal William	Royal William (H. C.)	4690 & 4691
Ruby	Opal (H. C.)	4560
Ruby	Ruby (Mr. Fairfax, H. C.)	4681
Ruby	Ruby (Mr. Hardy)	4729
Rupert	Rupert (H. C.)	4700
Sabrina	Medina (H. C.)	4645
Salamander	Sharpshooter (H. C.)	4577
Salamis	Salamis (H. C.)	4630
Salvador-del-Mundi	Salvador-del-Mundi (H. C.)	4649
Sandfly	Sandfly (H. C.)	4578
Sans-Pareil	Sans-Pareil (Thames Works)	4757
Santiago	Santiago (Barrow Company)	4541
Sapphire	Opal (H. C.)	4560
Sappho	Apollo (H. C.)	4582
Satellite	Heroine (H. C.)	4625
Scorpion	Scorpion (H. C.)	4702
Scot	Scot (Union Company)	4492
Scourge	Snake (H. C.)	4551
Scout	Scout (Thomson's Kiosk)	
Scylla	Apollo (H. C.)	4582
Seagull	Sharpshooter (H. C.)	4577
Seagull	Plover (H. C.)	4675
Seahorse	Seahorse (Mr. Porter)	4537
Seahorse	Seahorse (H. C.)	4643
Serapis	Euphrates (H. C.)	4568
Sergei Witte	Sergei Witte (Edwards & Symes)	4486
Severn	Mersey (H. C.)	4585
Severn	Vernon (H. C.)	4699
Shah	Shah (H. C.)	4619
Shah	Shah (Samuda Company)	4506
Shannon	Shannon (H. C.)	4586
Shannon	Immortalité (H. C.)	4720
Shannon	Vernon (H. C.)	4699
Sharpshooter	Sharpshooter (H. C.)	4577
Sheer Hulk	Sheer Hulk (H. C.)	4680
Sheldrake	Sharpshooter (H. C.)	4577

Name of Ship Represented	Where Represented	No. of Model.
Ship in frame	Ship in frame (H. C.)	4726
Silva Americano	Silva Americano (Edwards & Symes)	4486
Simoom	Simoom (H. C.)	4562
Sirius	Apollo (H. C.)	4582
Skipjack	Sharpshooter (H. C.)	4577
Slaney	Medina (H. C.)	4645
Snake	Snake (H. C.)	4551
Snap	Snake (H. C.)	4551
Southern Cross	Southern Cross (Forrestt & Son)	4489
Spanker	Sharpshooter (H. C.)	4577
Spartan	Apollo (H. C.)	4582
Speedwell	Sharpshooter (H. C.)	4577
Speedy	Britomart (H. C.)	4674
Spey	Medina (H. C.)	4645
Sphinx	Sphinx (H. C.)	4554
Spider	Sandfly (H. C.)	4578
St. Andrew	St. Andrew (Simons & Co.)	4498
St. Jean d'Acre	St. Jean d'Acre (H. C.)	4738
Stanley	Shah (Samuda Co.)	4506
Staunch	Plucky (H. C.)	4676
St. Columba	St. Columba (Laird Bros.)	4515
St. George	Edgar (H. C.)	4579
St. George	St. George (Mr. Spread)	4737
St. George	Neptune (H. C.)	4657
Stella	Stella (Thomson's Kiosk)	4599
Stormcock	Stormcock (Laird Bros.)	4515
Sultan	Hercules (H. C.)	4605
Sunk	Sunk (Telegraph Construction Co.)	4508
Superb	Vanguard (H. C.)	4687
Surprise	Alacrity (H. C.)	4624
Sutlej	Vernon (H. C.)	4699
Swallow	Plover (H. C.)	4675
Swift	Swift (H. C.)	4553
Swiftsure	Swiftsure (H. C.)	4597
Sybille	Apollo (H. C.)	4582
Sybille	Pique (H. C.)	4697
Sybille	Sybille (Stephenson & Co.)	4497
Tamar	Orontes (H. C.)	4570
Tancarville	Tancarville (Suart & Co.)	4544B
Tartar	Archer (H. C.)	4580
Tauranga	Pallas (H. C.)	4581
Tay	Medina (H. C.)	4645
Tees	Medina (H. C.)	4645
Temeraire	Temeraire (H. C.)	4599
Terpsichore	Apollo (H. C.)	4582
Terpsichore	Terpsichore (Thomson's Kiosk)	
Teutonic	Teutonic (Ismay, Imrie & Co.)	4491
Thalia	Juno (H. C.)	4566
Thames	Mersey (H. C.)	4585

Name of Ship Represented	Where Represented	No. of Model
Theseus	Edgar (H. C.)	4579
Thetis	Apollo (H. C.)	4582
Thrush	Thrush (Scott & Co.)	4509
Thunderbolt	Thunderbolt (Samuda Co.)	4506
Thunderer	Devastation (H. C.)	4751
Tiger	Tiger (H. C.)	4696
Tigris	Tigris (Laird Bros.)	4515
Topaze	Immortalité (H. C.)	4720
Tourmaline	Opal (H. C.)	4560
Trafalgar	Trafalgar (H. C.)	4615
Trafalgar	Neptune (H. C.)	4657
Trent	Medina (H. C.)	4645
Tribune	Apollo (H. C.)	4582
Trinculo	Britomart (H. C.)	4674
Triumph	Swiftsure (H. C.)	4597
Tsukuski	Tsukuski (Armstrong's Kiosk)	
Turquoise	Opal (H. C.)	4560
Tweed	Medina (H. C.)	4645
Tyne	Tyne (Armstrong's Kiosk)	
Tyrian	Britomart (H. C.)	4674
Ulster	Ulster (Laird Bros.)	4515
Umbria	Umbria (Cunard Co.)	4514
Undaunted	Orlando (H. C.)	4600
Undaunted	Newcastle (H. C.)	4667
Valiant	Hector (H. C.)	4590
Valorous	Tiger (H. C.)	4696
Vanguard	Invincible (H. C.)	4609
Vanguard	Vanguard (H. C.)	4517
Vanguard	Vanguard (H. C.)	4685
Vernon	Vernon (H. C.)	4699
Vestal	Amazon (H. C.)	4557 & 4723
Victor Emanuel	Agamemnon (H. C.)	4658
Victoria	Howe (H. C.)	4688
Victoria	Victoria (Armstrong's Kiosk)	
Victoria	Victoria (H. C.)	4650
Victoria and Albert	Victoria and Albert (H. C.)	4626 & 4714
Victory (Nelson's)	Victory (H. C.)	4730 & 4647
Victory (Lost 1737)	Victory (H. C.)	4734
Viper	Viper (H. C.)	4745
Vixen	Viper (H. C.)	4745
Vulcan	Vulcan (H. C.)	4584
Vulture	Plover (H. C.)	4675
Wallaroo	Pallas (H. C.)	4581
Wanderer	Dolphin (H. C.)	4558
Warrior	Warrior (Thames Works)	4607
Warspite	Impericuse (H. C.)	4606
Warspite	Neptune (H. C.)	4657

Name of Ship Represented	Where Represented	No. of Model
Wasp	Rattler (H. C.)	4559
Wasp	Archer (H. C.)	4639
Watchful	Mistletoe (H. C.)	4642
Waterloo	Neptune (H. C.)	4657
Waterwitch	Waterwitch (H. C.)	4589
Weazel	Snake (H. C.)	4551
Wildflower	Wildflower (Suart & Co.)	4544B
Wild Swan	Cormorant (H. C.)	4561
Winchelsea	Winchelsea (H. C.)	4731 & 4696A
Wivern	Wivern (H. C.)	4703
Wivern	Wivern (Laird Bros.)	4515
Wizard	Britomart (H. C.)	4674
Wolverene	Wolverene (H. C.)	4640
Woodlark	Plover (H. C.)	4675
Wyvern	Wyvern (Forrestt & Son)	4489
Zebra	Rinaldo (H. C.)	4636

MINERAL WATERS.

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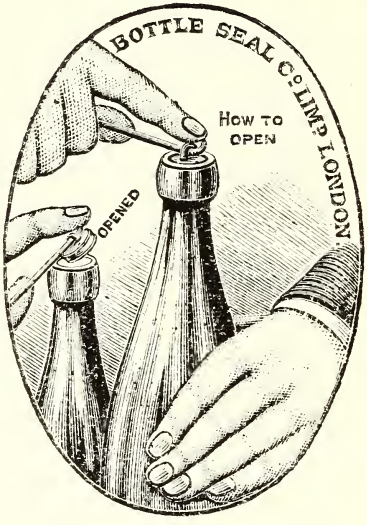
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4725 **THE ROYAL NAVY IN APRIL, 1891,**

Showing all Sea-going Ships in Commission, in Reserve, Built, and Building.

The Ships are represented by models showing plan, and elevation above the water line of each vessel.

These Models were made by Messrs. JOHN BATEMAN & CO., 204 & 205, High Holborn, London, W.C.

Explanation.—Ships in Commission are printed in leaded Type, thus—"**VICTORIA.**" Ships in Reserve are printed in plain Capitals, thus—"HERCULES." Ships building, or not completed, are printed in Italics, thus—"*HOOD.*"
A Star thus—* indicates an armoured ship, *e.g.*, "TRAFALGAR."*

"**F**" Signifies ADMIRAL OF THE FLEET.

"F" Signifies ADMIRAL.

"F" [v] Signifies VICE-ADMIRAL.

"F" [r] Signifies REAR-ADMIRAL.

"F" [c] Signifies COMMODORE or SENIOR OFFICER.

For full particulars of the Ships, see pages 419 to 455.

PART I.—H.M. the Queen in the Royal Yacht "Victoria and Albert," preceded by the Trinity Yacht, and the Lords of the Admiralty, accompanied by H.R.H. the Prince of Wales, Hon. Admiral of the Fleet, in his Yacht, the "Osborne," and attended by the Diplomatic Body, the Members of the Legislature, &c., reviewing a combined Fleet at Spithead.

THE QUEEN, preceded and attended as above described, is passing between the lines. The "Nile" flies the Flag of the ADMIRAL of the FLEET; and the Ships of the various Admirals, Vice-Admirals, and Rear-Admirals are distinguished by their respective Flags.

PART II.—Represents Her Majesty's Ships on their respective Stations in various parts of the world outside Home waters. The Fleets and Squadrons are grouped according to the Stations to which they were assigned in April of the present year.

List of Ships represented—

PART I.

SPECIAL SERVICE.

1 **ELFIN**
2 **ENCHANTRESS**
3 **VICTORIA & ALBERT**
4 **OSBORNE**
5 **ALBERTA**
6 **SERAPIS**
7 **CROCODILE**
8 JUMNA

4725—*continued.*

9 EUPHRATES
10 ORONTES
11 MALABAR
12 HIMALAYA
13 TAMAR
14 ASSISTANCE
15 TYNE
16 WYE

VICTORY

LINE A.—CHANNEL FLEET, TRAINING SQUADRON, TRAINING BRIGS, &c.

17 CAMPERDOWN* "F" [v.]
18 HOWE*
19 ANSON* "F" [r.]
20 RODNEY*
21 AURORA*
22 IMMORTALITÉ*
23 HECLA
24 CURLEW
25 SEAHORSE
26 SPEEDWELL
27 MISTLETOE
28 ACTIVE "F" [c]
29 CALYPSO
30 RUBY
31 VOLAGE
32 LIBERTY
33 SEAFLOWER
34 SEALARK
35 NAUTILUS
36 PILOT
37 MARTIN
38 WAVE
39 RESEARCH
40 TRITON

LINE B.—COAST GUARD AND SEA-GOING SHIPS ATTACHED AS TENDERS TO FLAGSHIPS.

41 ALEXANDRA* "F" [v.]
42 BLACK PRINCE*
43 AUDACIOUS*
44 BULLFROG (Tender)
45 SUPERB*
46 INVINCIBLE*
47 HOTSPUR*
48 IRON DUKE*
49 NORTHAMPTON*
50 NEPTUNE*
51 FOXHOUND (Tender)
52 TRIUMPH*
53 SHANNON*
54 BELLEISLE*
55 HEARTY
56 FIREFLY
57 ELK
58 FIRM
59 JACKAL
60 REDWING
61 WATCHFUL

LINE C.—STEAM RESERVE.

62 BLAKE "F"
63 NARCISSUS*
64 GALATEA*
65 LATONA
66 IRIS
67 ARETHUSA
68 THAMES
69 FORTH
70 MERSEY
71 MEDEA
72 MEDUSA
73 BELLONA
74 BARHAM
75 BARRACOUTA
76 BARROSA
77 BLONDE
78 TARTAR
79 GOSSAMER

4725—*continued.*

80 GLEANER
81 RATTLESNAKE
82 SALAMANDER
83 SKIPJACK
84 SPANKER
85 SHELDRAKE
86 SPIDER
87 SHARPSHOOTER
88 GRASSHOPPER

Line D.—STEAM RESERVE.

89 AGINCOURT * "F"
90 MINOTAUR *
91 WARRIOR *
92 ACHILLES *
93 NORTHUMBERLAND *
94 HERCULES *
95 MONARCH *
96 SULTAN *
97 HECTOR *
98 SWIFTSURE *
99 NELSON *
100 SHAH
101 INCONSTANT
102 ROVER
103 SAPPHIRE
104 OPAL
105 CALLIOPE
106 CARYSFORT
107 CONSTANCE
108 EURYALUS
109 BACCHANTE
110 HEROINE
111 ICARUS
112 WILD SWAN
113 PEGASUS
114 SATELLITE
115 GRIFFON
116 DRAGON
117 STARLING
118 MIRANDA
119 MEDINA
120 MEDWAY

Line E.—STEAM RESERVE & TENDERS.

121 NILE * "F"
122 SANSPAREIL *
123 **THUNDERER** *
124 DEVASTATION *
125 **CONQUEROR** *
126 AJAX *
127 **HERO** *
128 GORGON *
129 **HECATE** *
130 HYDRA *
131 RUPERT *
132 PRINCE ALBERT *
133 CYCLOPS *
134 **SEAGULL**
135 STAUNCH
136 **BANTERER**
137 **KITE**
138 HYÆNA
139 **MASTIFF**
140 **PIKE**
141 **PINCHER**
142 PICKLE
143 **PLUCKY**
144 **SNAKE**
145 **SNAP**
146 WEASEL
147 **ANT**
148 ARROW
149 BADGER
150 **BLAZER**
151 BOUNCER
152 **BONETTA**
153 **BUSTARD**
154 **BULLDOG**
155 **HANDY**
156 ESPOIR
157 COMET
158 SPEY
159 TAY
160 TEES

4725—*continued.*

Line F.—SHIPS BUILDING & COMPLETING.

161 *ROYAL SOVEREIGN** "F"
162 *RAMILLIES**
163 *RENOWN**
164 *RESOLUTION**
165 *ROYAL OAK**
166 *REVENGE**
167 *REPULSE**
168 *HOOD**
169 *BARFLEUR**
170 *CENTURION**
171 *EDGAR*
172 *CRESCENT*
173 *HAWKE*
174 *ROYAL ARTHUR*
175 *GIBRALTAR*
176 *THESEUS*
177 *ST. GEORGE*
178 *GRAFTON*
179 *PHILOMEL*
180 *PHŒBE*
181 *PEARL*
182 *VULCAN*

Line G.—SHIPS BUILDING & COMPLETING.

183 *BLENHEIM* "F" [v.]
184 *ANDROMACHE*
185 *ANTELOPE*
186 *APOLLO*
187 *ASTREA*
188 *ÆOLUS*
189 *BONAVENTURE*
190 *BRILLIANT*
191 *CAMBRIAN*
192 *ENDYMION*
193 *INDEFATIGABLE*
194 *INTREPID*
195 *IPHIGENIA*
196 *MELAMPUS*
197 *NAIAD*
198 *THETIS*
199 *TRIBUNE*
200 *PIQUE*
201 *RAINBOW*
202 *RETRIBUTION*
203 *SAPPHO*
204 *SCYLLA*
205 *SIRIUS*
206 *SPARTAN*
207 *SYBILLE*
208 *TERPSICHORE*
209 *PALLAS*
210 *ALARM*
211 *HEBE*
212 *CIRCE*
213 *LEDA*

Line H.—STEAM RESERVE AND TENDERS.

214 GLATTON* "F" [r.]
215 REINDEER
216 WANDERER
217 ALBACORE
218 ALGERINE
219 FLAMINGO
220 RANGER
221 RAVEN
222 SLANEY
223 **SABRINA**
224 **TRENT**
225 **BLOODHOUND**
226 COCKCHAFER
227 **CUCKOO**
228 **INSOLENT**
229 **GRAPPLER**
230 **WRANGLER**
231 **WILDFIRE** (Flagship, Sheerness).
232 **FORESTER**
233 **VIVID** (Flagship, Devonport).
234 **BRITOMART**

4725—*continued.*

SELECTED MERCANTILE CRUIZERS ON ADMIRALTY LIST.

235 UMBRIA [Cunard S. S. Co.]
236 MAJESTIC [White Star S.S. Co.]
237 CITY OF PARIS [Inman and International S. S. Co.]
238 VICTORIA [P. & O. S. S. Co.]
239 EMPRESS OF INDIA [Canadian Pacific S.S. Co.]

PART II.

MEDITERRANEAN.

240 TRAFALGAR* "F" [r.]
241 TEMERAIRE*
242 COLOSSUS*
243 INFLEXIBLE*
244 AGAMEMNON*
245 UNDAUNTED*
246 PHAETON
247 FEARLESS
248 SURPRISE
249 COCKATRICE
250 MELITA
251 GOSHAWK
252 CRUISER
253 HUMBER
254 VICTORIA* "F" [v.]
255 DREADNOUGHT*
256 BENBOW*
257 EDINBURGH*
258 COLLINGWOOD*
259 AUSTRALIA*
260 AMPHION
261 LANDRAIL
262 SCOUT
263 GANNET
264 SANDFLY
265 IMOGENE
266 DOLPHIN
267 POLYPHEMUS*
268 ORION*
269 DEE
270 DON

EAST INDIES.

271 BOADICEA "F" [v.]
272 CONQUEST
273 MARATHON
274 COSSACK
275 BRISK
276 BLANCHE
277 KINGFISHER
278 MARINER
279 PIGEON
280 REDBREAST
281 LAPWING
282 SPHINX

CAPE AND WEST COAST OF AFRICA.

283 RALEIGH "F" [r.]
284 MAGICIENNE
285 MOHAWK
286 SPARROW
287 SWALLOW
288 MAGPIE
289 RACER
290 ALECTO
291 PENELOPE*
292 GADFLY
293 GRIPER
294 TICKLER

4725—*continued.*

EAST AFRICA.

295 MOSQUITO
296 HERALD

CHINA.

297 IMPERIEUSE * "F" [v.]
298 MERCURY
299 LEANDER
300 SEVERN
301 HYACINTH
302 CAROLINE
303 PORPOISE
304 ARCHER
305 RAMBLER (on passage home)
306 RATTLER
307 REDPOLE
308 SWIFT
309 LINNET
310 PEACOCK
311 PLOVER
312 ALACRITY
313 PIGMY
314 FIREBRAND
315 ESK
316 TWEED
317 WIVERN *

AUSTRALIA.

318 ORLANDO * "F" [r.]
319 CORDELIA
320 CURACOA
321 RAPID
322 ROYALIST
323 PALUMA
324 RINGAROOMA
325 KARRAKATTA
326 TAURANGA
327 MILDURA
328 WALLAROO
329 KATOOMBA
330 BOOMERANG
331 GOLDFINCH
332 LIZARD
333 RINGDOVE
334 EGERIA
335 PENGUIN

SOUTH EAST AMERICA.

336 CLEOPATRA "F" [c.]
337 BASILISK
338 BEAGLE
339 BRAMBLE

PACIFIC.

340 WARSPITE * "F" [r.
341 MELPOMENE
342 CHAMPION
343 GARNET
344 ACORN
345 DAPHNE
346 NYMPHE
347 PHEASANT
348 ESPIEGLE

NORTH AMERICA.

349 BELLEROPHON * "F" [v.]
350 CANADA
351 EMERALD
352 TOURMALINE
353 COMUS
354 PELICAN
355 PYLADES
356 BUZZARD
357 FORWARD
358 THRUSH
359 PARTRIDGE
360 READY
361 SCORPION *
362 VIXEN *
363 VIPER *

4776 **H.M.S. "Britannia,"** *Dartmouth, Devon.* Training Ship for Cadets in the Royal Navy.

Exhibit illustrating the life and work of the Naval Cadets on shore and afloat.

4777 **Royal Naval Artillery Volunteers,** *H.M.S. "Frolic," off Somerset House, W.C.*

Tall Two-Handled Silver Cup. Presented to the First (London) Corps of Royal Naval Artillery Volunteers by the Commercial Union Assurance Co., in recognition of services rendered by a boat's crew, under the command of Alfred S. Boom (afterwards Lieut.-Com. Additional), in assisting to extinguish a fire on board ss. "La Plata," at North Woolwich, June 14th, 1873.

Silver Challenge and Battery Cups for Competition in Heavy Gun Drill. Presented to the London Brigade by Sir H. Peek, Bart.

Silver Challenge Bowl for Seamanship. Presented by Lieut.-Com. C. E. Seth-Smith.

Silver Challenge Cup for Brigade Attendance, and Silver Challenge Cup for Heavy Gun Target Practice.

Lent by Southport Battery, Liverpool Brigade.

Silver Challenge Bugle, for Heavy Gun Firing at Sea. Presented by the late Earl of Shaftesbury, formerly Lieut.-Com. London Brigade.

Silver Staff, hollow, containing a Silver Oar, inscribed "Admiralty of England," about 7 in. long. Supposed to be the symbol of the water-bailiff's jurisdiction of some seaport town.

Lent by Sub-Lieut. F. B. Smythies.

Silver Challenge Cup for swimming, given by the surgeons. Won 3 years by the lender. *Lent by C. P. O. Lowndes.*

PICTURES, RELICS, PHOTOGRAPHS, &c.

Order for Food, written by Admiral Lord Nelson after loss of his arm, and **Trafalgar Medal.** *Lent by Sub-Lieut. Woodd.*

Drinking Cup of Admiral Lord Nelson. *Lent by Sub-Lieut. Scott.*

Round Shot fired into H.M.S. "Talbot" at the battle of Navarino, killing Mr. Goldfinch, Midshipman, R.N.

Lent by R. Harington, Esq., No. III. Battery.

Draft Dispatch of Admiral Lord Nelson, after battle of the Nile.

Lent by Hon.-Lieut. Lyster.

Photograph of Engraving in possession of the Trinity House, representing the Lower Hope guarded by H.M. Frigates, manned by Officers and Volunteers of Trinity House Royal Artillery Corps.

Operations in Milford Haven, 1886, in which R.N.A.V. took part, London Brigade in H.M.S. "Avon," Bristol Brigade in H.M.S. "Tay," and Liverpool Brigade in H.M.S. "Forester."

The B Squadron proceeding down Channel after the Jubilee Review, 1887, a squad of R.N.A.V., under Sub-Lieut. Jacks, serving on board H.M.S. "Invincible."

H.M.S. "Royal Sovereign," floated out by Her Majesty the Queen February 26th, 1891.

H.M.S. "Marlborough," launched by Her Majesty the Queen.

By I. J. D. Bevan, Esq., 1st Cl. P. O. No. II. Battery, and lent by him.

4777 **Royal Naval Artillery Volunteers**—*continued.*

R.N.A.V. Training Schooner "Hornet." By BARLOW MOORE. Manned and navigated by Royal Naval Artillery Volunteers. 1879, Irish Coast; 1880, Norway and Denmark; 1881, Gibraltar and Spanish Ports. *Lent by Lieut.-Com. C. E. Seth-Smith.*

Engraving of Action in the Straits of Malacca, 14th February, 1804, between Commodore Dance commanding 16 East Indiamen and French Squadron of 5 ships of war of 74, 40, 36, 22, and 16 guns, under Admiral Linois.

Straits of Malacca, 14th February, 1804.

Round Shot fired from the "Marengo," flag ship of Admiral Linois, into E.I.C.S. "Royal George."

Lent by Assistant-Paymaster Nisbet.

Brass Compass, Spanish, used in time of Ferdinand.

Lent by A. G. Wildy, Esq., late Sub-Lieutenant R.N.A.V.

Ship's Steering Compass.

Card of proposed system of Signals for day, night, and fog.

Drawing of proposed night and day Naval Semaphore for use with electric light, gas, or oil.

Invented by Sub.-Lieut. Stephen, and lent by him.

Photograph, Commander St. Vincent Nepean, R.N., 1st Lieut.-Instructor, London Brigade, R.N.A.V.

Photograph, Gunners P. A. Ogilvie and R. V. Jennings, London Brigade, R.N.A.V., who served with the Naval Brigade under Captain Campbell, R.N., in the Zulu War, 1879, to end of the Campaign, and were granted the Medal, 1881.

Lent by 2nd Cl. P. O. J. Relph, No. III. Battery.

Pastel Portrait of Admiral Keppel.

Lent by Gunner Jackson, No. IV. Battery.

Photograph, R.N.A. Volunteers on board H.M.S. "Foam."

Lent by C. Fuller, Esq.

Photographs, "Fairweather and Foul," H.M.S. "Rainbow," H.M.S. "Frolic," drill ships London Brigade. *Lent by C. P. O. Lowndes.*

Photographs, Prize Crews. Southport Corps, Liverpool Brigade.

Photographs of R.N.A.V. Groups, various.

END OF SEPPINGS GALLERY.

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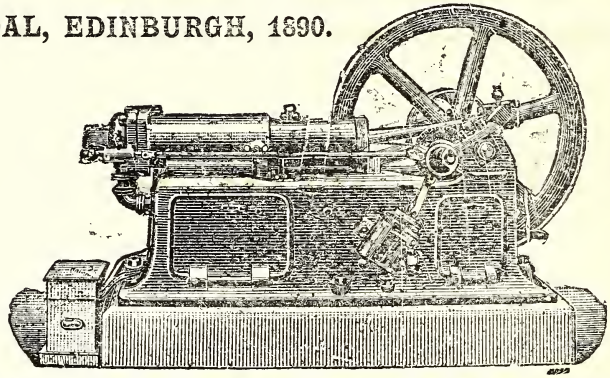
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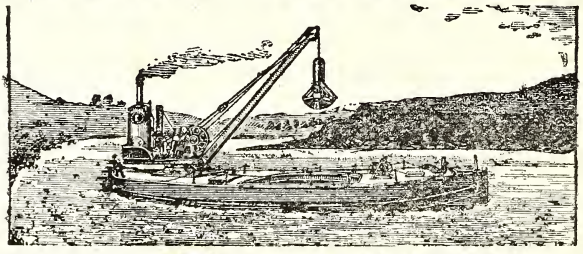
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Priestman's Stand, Verandah B, Outside Camperdown Gallery, Royal Naval Exhibition.

Having now completed the tour of the Main building, the Visitor will find himself opposite the exit into the grounds, and in order to complete the round of the galleries, should proceed at once to the

ST. VINCENT GALLERY,

situated on the North side of the grounds, and containing the exhibits of the

ORDNANCE SECTION.

THE exhibits appertaining to this section are located in the St. Vincent, Armstrong, and a portion of the Camperdown Galleries respectively; they have been selected to illustrate, as far as practicable, the history of Naval War *materiel.*

Naval Gunnery, as a science, dates from a very recent period, viz., 1832, when a gunnery school, H.M. Ship "Excellent," was established at Portsmouth, under Captain Sir Thomas Hastings; previous to that date, every Captain of a man-of-war had his own system of Drills and fitted his own appliances to the guns. Up to the early part of this century, there were no tangent or despart sights, without which, it is needless to say, no good or certain practice could take place. In the old wars, the Captain of "The Duke," Sir Charles Douglas, and the Captain of the "Shannon," Sir G. Broke, took great interest in developing the gunnery resources of their ships, the former introducing flannel cartridges (*i.e.*, cartridges made up in flannel) and "sights." So also in later years the "Illustrious" was noted for her gunnery proficiency, but there was no central organisation or uniform system of Naval gunnery till very recently.

In the St. Vincent and Armstrong Galleries, specimen guns have been arranged in chronological order from the time of Henry VI., culminating with the very latest weapons and their appliances.

Of the earlier types of guns but little can be said; they were all of "Smooth Bore," projecting round shot, with little accuracy; and it was not till the Crimean War, and about the year 1860, that changes began, to which, up to the present date, there is apparently no finality.

Rifling and Breech-loading were then adopted in guns designed by Sir W. Armstrong; and to withstand the increased stress, these were built, instead of being cast, with coils of wrought iron round a central tube.

The system of Breech-loading at first introduced proved unreliable, and about 1865 muzzle-loading (R.M.L.) was again resorted to. The chief drawback to this system of loading is the necessity, in ship work, for short barrels, and the consequent impossibility of developing power by the burning

of large charges of powder; the result being that only small charges, relative to the weight of the projectile, could advantageously be used, and the Initial Velocity (*i.e.*, the velocity with which the projectile leaves the bore of the gun), on which so much depends, was correspondingly low—seldom exceeding 1,400 feet per second. Several expedients—the chief one being the enlargement of the chambers—were resorted to, to overcome this defect, but no real success accrued therefrom.

About 1882 it became evident that if we were to have a Naval Artillery of any power, breech-loading (B.L.) should take the place of muzzle-loading, at least in heavy guns; and from this dates our present system, which is continually being improved.

Its chief feature is the method of closing the breech by a screw plug, the screw being interrupted; a pad of asbestos, placed between tin discs with steel rings at the end of the plug, is so fitted as to prevent the escape of gas to the rear when the charge is ignited; and another feature, as concerns the the loading of these guns on board ship, is the admissibility of longer barrels, by which means a slow burning powder and larger charges can be used, with a consequent gain in increase of energy. Guns, with calibres of 4 in. to 16¼ in., designed on this principle are now used on board ship, but the "life" of the larger guns is rendered very precarious, owing to the wear and tear of the tube by erosion of the gas evolved from the combustion of such necessarily large charges of powder.

Quick Firing Guns.

Guns of this type have one barrel, and are to be seen among the exhibits of the Armstrong Company and the Maxim-Nordenfelt Company respectively. They have been designed successfully up to a calibre of 6 ins., projecting a 100 lb. missile at the rate of six per minute, and in the lower calibres as quickly as 30 per minute. This rapidity is effected by the "charge" (both Powder and Projectile) being made up in a metal case, which has moreover many incidental advantages. These guns have been introduced into the Naval service as the best antidote to the attack of torpedo boats.

Machine Guns.

These guns are represented in the Naval Service in various types, *e.g.*, Gatling 10 barrel, Nordenfelt four and five barrel, Gardner five and two barrel, and the Maxim-Automatic. In some of these the barrels are disposed round a central axis, in others they are disposed horizontally. They can be fired as slowly or as rapidly—up to 600 rounds per minute—as is required.

The charge, like that of the Quick-Firing gun, is compound, and the rapidity of fire is governed by the system of "feed," *i.e.*, the supply of cartridges to the barrel. In the automatic gun, or maximum design, the recoil after discharge is utilised to perform the subsequent operations of loading and firing.

The characteristics of Quick-Firing and Machine guns, are lightness and

rapidity of fire and service by a small number of men, which are invaluable qualities in the presence of swarms of torpedo boats, and uncovered men.

Mountings.

Under this heading are comprised the various means by which the fire of the guns is directed and controlled. In early days, up to even a recent period, guns were mounted on wooden carriages which were worked by handspikes (wooden levers) for training, and tackles for running them "in and out of the ports," breechings (thick rope) being used to control the energy of the recoil. Later on, the mounting for heavy guns took the form of a carriage and slide, the latter affording greater facility for directing the gun, and also of absorbing its recoil by means of compressors, it being observed that with muzzle loading guns it was necessary to retain the gun inboard after each discharge, to perform the operation of loading.

With the present B.L. guns the reverse is required; the recoil is absorbed by hydraulic pressure and the gun then returns automatically to its loading position. Lateral motion is obtained by means of geared pinions working in a racer on the deck, and vertical motion is given to the gun by geared wheels.

With guns up to 10 ins., hand power actuates both these motions; but with heavier natures, which are mounted generally in pairs, in turrets, or on barbettes, hydraulic power is used, and armour is employed to protect the necessary machinery.

Explosives.

Powder.

Gunpowder and gun cotton are the only explosives used in the British Naval Service, the former being used entirely for guns and small arms, the latter for Torpedoes and Submarine work. The charges for every gun in the service, past (as far as practicable) and present, are exhibited, as also the cases in which they are stowed in a ship's magazine, and transported thence to the guns when required. Although in all charges the ingredients of the powder exist in the same proportions, the shape and size of the grains vary considerably, according to the nature of the charge; and in this direction great progress has been made in recent years.

The old powders for the S. B. (smooth bore) guns, from the relatively small size of the grain, burnt very quickly, and in heavy charges from rifled guns gave rise to violent pressures. With the short barrels of the muzzle loading gun it was at first found impracticable to burn a large charge with advantage, a large proportion thereof being driven out of the muzzle without being ignited; but in some measure (about 1876) this was obviated by enlarging the chambers of the gun and igniting the charge in such a manner as to ensure a more uniform combustion. In the old guns the charge was made up in paper and ignited with a match. Towards the close of the last century, however, Sir Charles Douglas introduced a flannel cartridge with locks and quill tubes, but

the flannel left a smouldering residue in the bore after discharge, and rendered it somewhat dangerous in M. L. guns to load again with anything like rapidity; in the new guns, however, the bag is made of silk cloth (which is found to leave but little residue on burning), and in heavy guns the charge is made up in several parts to facilitate handling. In Quick Firing and Machine guns, in Rifles and Pistols, the charge is made up in a metal case, which holds powder, projectile, and the means of ignition.

Gun Cotton.

Gun cotton is stowed on board ship both in a "wet" and "dry" condition; the former, containing 18 per cent. of moisture, is sufficiently damp to resist ordinary means of ignition, but nevertheless develops its full power when detonated with the "dry" in small quantities. The rapidity and violence of its action renders gun cotton unsuitable for guns and small arms.

PROJECTILES.

There have always been several natures of projectiles for the same type of gun, such as shell (common and shrapnel), shot (solid, case, grape, red hot, and chain), carcases, &c., all of which were designed for special purposes. Considerable progress has been made in the design and manufacture of projectiles since 1876, up to which date they were made chiefly of cast iron; now they are made of forged or cast steel, and the largest in the Naval Service weighs 1,800 lbs., which, when propelled by 960 lbs. of gunpowder, has an initial velocity of nearly 2,000 "feet-seconds," a sufficient energy to send it through 33 inches of iron.

Increased accuracy is obtained by the recent method of imparting rotation to the projectile, which is now effected (as also erosion mitigated) by driving rings of soft metal (copper) pressed on the base, instead of the older system of studs, which weakened the walls of the projectile.

Flint Locks were superseded by percussion caps and hammers for small arms in 1840, and by detonating tubes and hammers for guns in 1842. Sir Charles Douglas introduced the flint lock at the close of last century.

Smooth Bore Muskets were in general use in the Navy until 1854, the first year of the Russian War, when Minie Rifles were introduced, each ship being supplied in the first instance with rifles and smooth-bore muskets in the proportion of one-third and two-thirds respectively of her complement, until a sufficient number of the former became available to make their supply general.

Large Pistols (Cavalry pattern) were used in the Navy until 1846, when a smaller pattern, having a rib on the side for attaching to the waist-belt, was introduced, and these continued in use until the beginning of the Russian War, when a small supply of Colt's revolvers was made to each ship, the numbers being gradually increased until the supply became general. After Colt's came the "Deane and Adams" revolver, then the "Adams," and in 1887 the present pattern the "Enfield."

ORDNANCE.

The articles specified at pages 471 to 487 are mainly Government Exhibits, lent under the authority of the First Lord of the Admiralty and the Secretary of State for War respectively; the few exceptions are duly notified.

Old Naval Guns.

4781 **Wrought Iron Serpent Gun of the period of Henry VI. (A.D., 1422—1461), with two rings for raising it.** Length, 8 ft. 6 in. ; calibre, 4·25 in. ; weight, 8 cwt. 70 lbs.

4782 **A Breech-loading Peterara of forged iron of the time of Edward IV. (A.D., 1461—1483).** This gun is made of longitudinal bars of iron, hooped together with iron rings. Length, 3 ft. ; calibre, 2·5 in. ; weight, 1 cwt. 13 lbs.

4783 **A Brass Saker, of Henry VIII.** Length, 6 ft. 11 in. ; calibre, 3·65 in., or that of a 6-pr. nearly.

4784 **A Brass Culvering, of Henry VIII.** This gun was recovered from the "Mary Rose," lost off Portsmouth, A.D. 1545. Length of gun, 10 ft. 11 in. ; calibre, 5·20 in. ; weight, 43 cwt. 25 lbs.

4785 **A Brass Demi-cannon, of Henry VIII.** Recovered from the "Mary Rose," but is very much worn from the action of the water. Length, 11 ft. ; calibre, 6·4 in. ; a 32-pounder.

4786 **A Brass Culvering Bastard,** of Henry VIII. Recovered from the "Mary Rose." This gun is twelve-sided. Length, 8 ft. 6 in ; calibre, 4·56 in.

4787 **A Brass Cannon Royal, of the time of Henry VIII.** Recovered from the wreck of the "Mary Rose." Length, 8 ft. 6 in. ; calibre, 8·54 in.

4788 **A Brass Sakeret, of Edward VI.** Length, 6 ft. ; weight, 6 cwt. 8 lbs.

4789 **A Brass Demi-culvering, of the time of Charles I.** Length, 9 ft. ; calibre, 4·4 in. ; weight, 20 cwt. 23 lbs.

4790 **A Brass Falcon, of Charles I.** Length, 3 ft. 8·5 in. ; calibre, 3 in. ; weight, 2 cwt. 81 lbs. It bears the date 1638.

4791 **A Brass Falconet.** Assigned to the time of the Commonwealth, A.D. 1650, "from its appearance." It is without date, device, or inscription. Length, 3 ft. 9 in. ; calibre, 2·10 in.

4792 **A Brass Minion, of the time of Charles II., A.D. 1676.** Length, 6 ft. 6 in. ; calibre, 3·44 in. ; weight, 9 cwt. 44 lbs.

4793 **A Brass Minion, of the time of William and Mary, A.D. 1695.** Length, 6 ft. 6 in. ; calibre, 3·25 in.

4794 **A Brass Minion of Queen Anne's reign, 1706.** Length, 7 ft. ; calibre, 3 in. ; weight, 10 cwt. 45 lbs.

4795 **A Brass 3-pr. Gun, with date 1742.** "This gun is said to have been made for experiments in quick firing ; the cascabel being bored through to admit a hot iron to fire the charge." Length, 6 ft. 11 in. ; calibre, 3 in. ; weight, 11 cwt. 103 lbs.

4796 **English Brass Heavy 6-pr. Gun, A.D. 1774.** Length, 8 ft.; calibre, 3·76 in.; weight, 19 cwt. 62 lbs.

4797 **A 5½-inch Brass Howitzer, 4 cwt., dated 1782; mounted on a carriage made in the Royal Arsenal in 1782,** and presented by George III. to the Emperor of China through Lord Macartney in 1792. It was found in a perfect condition in the Palace of Yuen-min-yuen, near Pekin, at its capture in October, 1860, and brought back by the captors.

4798 **A 5½-inch Brass Howitzer, date 1812.** Calibre, 5·66 in.; length, 2 ft. 2 in.; weight, 4 cwt. This piece was introduced in 1791, and last cast in 1819.

4799 **Ancient Long Gun** fished up in a net off Dover.

4800 **Swivel Gun** dug up at Amsterdam.

4800A **A 32-pr. Carronade,** was on the quarter-deck of H.M.S. "Edinburgh" at the battle of St. Jean d'Acre, struck by a shell from the enemy, after it was loaded, which prevented its being again fired, and the shot still remains in it. All the gun's crew were either killed or wounded; the Commander, the Master, a Midshipman, and four men were also wounded by the same shell.

4800B **Foretopsail of H.M.S. "Victory."**

NAVAL GUNS OF THE PRESENT CENTURY.

4801 **S. B. 68-pr. 95-cwt.** Period 1840—1860. Used principally as bow and stern revolving guns in paddle-wheel steamers.

4802 **S. B. 8-inch 65-cwt.** Period 1840—1860. Used on lower deck of line of battle ships and main-deck of Frigates.

4803 **S. B. 32-pr. 56-cwt.** Period 1800—1860. Used on lower deck of line of battle ships and upper decks of paddle-wheel steamers. This gun was in the "Victory," at Trafalgar, and afterwards in the "Bellerophon," at the bombardment of St. Jean d'Acre.

4804 **S. B. 24-pr. 50-cwt.** Used on middle and main-decks of line of battle ships and main-decks of Frigates in the early part of this century.

4805 **S. B. 18-pr. 42-cwt.** Used in Frigates and smaller vessels in the early part of this century as revolving guns.

4806 **S. B. 6-pr.** Period 1800—1860. Used principally for firing into an enemy's tops, at close quarters, and also as a field gun.

4807 **S. B. 24-pr. Howitzer.** Period 1800—1860. Used on upper decks of small vessels, and in launches.

4808 **S. B. 24-pr. Carronade.** Used on upper decks of Frigates, Corvettes, and Brigs. 32-pr. Carronades were employed on the upper decks of some line of battle ships up to 1855.

4809 **R. B. L. 40-pr.** Period 1860—1875. Used on upper and main-decks of Frigates and line of battle ships, and on upper decks of smaller vessels.

4810 **R. B. L. 20-pr.** Period 1860—1875. Used on upper decks in all classes of ships.

4811 **R. M. L. 10-inch, 18 ton.** Introduced 1868. Used principally on main decks of large armoured broadside ships.

4812 **R. M. L. 7-inch, 6½ ton.** Introduced 1865—1872. Used on main-decks of ironclads and wooden Frigates. Also on upper decks of smaller vessels.

4813 **R. M. L. 64-pr., 64 cwt.** Introduced 1865. Used on main-deck of Frigates, and on upper decks of all classes of smaller vessels.

4814 **R. M. L. 9-pr., 8 cwt.** Introduced 1873. Boat and Field Gun.

4815 **R. M. L.**

4816 **B. L. 13·5-inch.** Introduced 1887. Full size model of turret or barbette guns of certain ships of the "Admiral" class.

4817 **B. L. 6-inch.** Introduced 1882. Used as revolving and broadside guns in all classes of ships.

4818 **Carriage for B. L. 5-inch.** Introduced 1884. Carried principally in sloops as broadside guns.

4819 **B. L. 4-inch.** Introduced 1882. Carried principally in Gunboats.

4820 **Carriage for Q. F. 4·7-inch.** Introduced 1888. Designed to take the place of 5-inch and 4-inch B. L. guns in ships now building and fitting out.

4821 **Q. F. 6-pr. Nordenfelt.** Introduced 1885.

4822 **Q. F. 6-pr. Hotchkiss.** Introduced 1885.

4823 **Q. F. 3-pr. Hotchkiss.** Introduced 1885.
Designed to take the place of 9-pr. and 7-pr. R. M. L. guns as boat guns, and of guns now mounted on upper decks of armoured ships for defence against Torpedo boat's attack.

4824 **Machine, Gatling, 0·45-inch.** Introduced 1873.

4826 **Machine, Gardner, 5 barrel.** Introduced 1882.

4827 **Machine, Gardner, 2 barrel.** Introduced 1884.

4828 **Machine, Nordenfelt, 5 barrel.** Introduced 1884.

4829 **Machine, Nordenfelt, 4 barrel.** Introduced 1880.

4830 **Machine, Nordenfelt, 2 barrel.** Introduced 1885.
The above Machine guns are used as boat and field guns, and mounted in ships, as a defence against Torpedo boat's attack.

4832 **Tools** used for facing, &c., copper rings of vent pieces and their seatings in the rear of the chamber of rifled breech-loading guns.

4833 **Tools** used for re-coppering breech-loading guns.

4834 **Model of 38-ton R.M.L. Gun,** with wrought-iron mounting complete. *Lent by W. H. Bambury, Esq., R.N.*

Old Small Arms.

4835 **Flint and Steel Lock Musket.** Calibre, 0·635 in. ; length of barrel, 39 in. "Raf. vend. F. 1619," on the inner side of the lock-plate. In this very unusual lock the steel strikes the flint or pyrites in a manner imitating the action of the hand in striking a light. The mechanism is extremely good and powerful.

4836 **Flint-lock Musket of the time of James II., A.D. 1685—1688.** Calibre, 0·73 in. ; length of barrel, 31 in.

4837 **Sea-service Flint-lock Musket.** Calibre, 0·753 in. ; length of barrel, 37 in. ; weight of piece, 10·13 lbs. These arms were supplied for ships' companies in 1825.

4838 **Sea-service Short Flint-lock Musket.** Calibre, 0·753 in.; length of barrel, 24 in. Brass mounts. Weight, 8 lbs. 3·5 ozs.; charge, 4·5 drachms. These arms were meant for boat service. Length complete, 4 ft. 8 in.

4839 **Musket (Brown Bess), altered from Flint and Steel to Percussion Pellet.** Calibre, 0·753 in.; length of barrel, 36 in.; weight, 9·40 lbs.

4839A **Ditto.**

4840 **Sea-service Percussion Short Musket.** Calibre, 0·753 in.; length of barrel, 33 in.; weight, 9·09 lbs.

4841 **Brunswick Naval Rifle, 1840.** Calibre, 0·796 in.; length of barrel, 33 in.; weight, 11·34 lbs.; number of grooves, 2; amount of twist, 1 turn in 30 in. Remarkable as the largest calibre in the British service.

4842 **Percussion Smooth-bored Musket, Sea-service, 1840.** Calibre, 0·753 in.; length of barrel, 30 in.; weight, 8·8 lbs.

4843 **Sea-service Percussion Short Musket, 1842 Pattern.**—Calibre, 0·753 in.; length of barrel, 30 in.; weight, 8·81 lbs.; charge, 4·5 drachms.

4844 **Percussion Musket, with Bayonet, Pattern 1842. Subsequently rifled in 3 grooves for Sea-service.** Calibre, 0·758 in.; length of barrel, 30 in.; weight, 8·75 lbs.; spiral, 1 turn in 78 in.; charge, 2·8 drachms.

4845 **Black Sea-service Flint-lock Rifled Musket, Second Class Reserve.** Calibre, 0·690 in.; length of barrel, 40 in.; weight, 10 lbs. 9 ozs.; 9 grooves; twist, 1 turn in 40 in.

4846 **Delvigne-Minié Percussion Rifle, Pattern 1851, with Bayonet.** Calibre, 0·702 in.; length of barrel, 39 in.; weight, 9·31 lbs.; number of grooves, 4; twist, 1 turn in 78 in.; charge, 68 grains; weight of bullet, 670 grains; diameter, 0·675 in.

4847 **Pattern 1856, Naval Percussion Rifled Musket, with T-headed Sword. Fourth Class Reserve.** Calibre, 0·577 in.; length of barrel, 33 in.; weight, 8 lbs. 11 ozs.; 5 grooves; twist, 1 turn in 48 in.

4848 **Short Naval Rifle, 5 Grooves, with Sword Bayonet, having Cutlass Guards, Pattern 1858.** Calibre, 0·577 in.; length of barrel, 33 in.; weight, 10 lbs. 7·5 ozs.; twist, 1 turn in 48 in; charge, 2½ drms.

4849 **Enfield Small-bore Rifle, Experimental Pattern, 1861, with Bayonet.** Calibre, 0·453 in.; length of barrel, 36 in.; weight, 7·893 lbs.; grooves, 3; twist, 1 turn in 20 in.; charge, 68 grains; bullet diameter, 0·44 in.; length, 1·41 in.; weight, 530 grains.

4850 **Snider Breech-loading Naval Rifle, II.** Calibre, 0·577 in.; length of barrel, 30·5 in.; number of grooves, 5; twist, 1 turn in 48 in.; total length of arm, 48·5 in.; weight, 8 lbs. 13 ozs.

4851 **Naval Flint-lock Belt Pistol.** Calibre, 0·625 in.; length of barrel, 6·5 in.; weight of piece, 1·54 lbs.

4852 **Naval Percussion Pistol for Coastguard Service.** Calibre, 0·670 in.; length of barrel, 6 in.; weight, 1·90 lbs.

4853 **Smooth-bored Percussion Pistol, with Swivel Ramrod, for Sea-service, Second Class Reserve.** Calibre, 0·570 in.; length of barrel, 6 in.

4854 **Flint Lock, Breech-loading Magazine Naval Pistol** (of the last century), reported to have been made for Lord Nelson by Mortimer, Gunmaker, and used for boarding purposes. A splendid specimen of the Gunmaker's art of the Flint Lock period. It is a Magazine breech-loading weapon, containing eight charges of powder and ball, and is also Repeating, Self-loading, and Self-cocking, all with one simple motion of a powerful lever. This is an interesting relic, showing that our Naval Commanders were in possession of a practical Breech-loading Magazine weapon at a very early period.

Lent by Mr. Edwin Oliver, 68, Haymarket, W.

4855 **Colt's Second Size, or Belt Revolver Pistol.** Calibre, 0·37 in.; length of barrel, 7·5 in.; 7 grooves; twist, 1 turn in 30 in.; 6 chambers; weight, 2 lbs. 10 ozs. Patent, 1st June, 1849.

4856 **Deane & Adam's Revolvers, with Beaumont's Improvement.** Calibre, 0·48 in; length of barrel, 5·5 in.; 3 grooves; twist, 1 turn in 24 in.; 5 chambers; weight, 2 lbs. 8 ozs. Patent, February, 1851.

4857 **Six Naval Boarding Pikes, 19th Century.** Length of blade, 5 in.; total length, 8 ft. 1 in.

SMALL ARMS AND ACCOUTREMENTS AT PRESENT USED IN THE NAVY.

4858 **Martini-Henry Rifle and Sword Bayonet.**

4859 **Adams' Revolver Pistol and Cutlass.**

4860 **Intrenching Implement.**

4860A **Boarding Axe with Cover.**

4861 **Proposed Intrenching Spade, with folding handle.**

Invented and lent by Commander Boyle, R.N.

4862 **Messrs. Boosey & Co.—Case of Musical Instruments,** suitable for ships' bands.

MISCELLANEOUS GUNNERY STORES USED IN THE NAVY.

4863 **Pioneer's Equipment.**

Powder Cases for containing Gun-Charges in Ships' Magazines; these Cases are known by letters of the alphabet, and are used for Charges for Guns of the various descriptions, as specified below:—

4864	S	For	16¼	-inch	B.L. Guns	to contain	4 ⅛	charges.
4865	T	,,	13½	,,	,,	,,	2 ¼	,,
4866	U, V, or W	,,	12	,,	,,	,,	4 ¼	,,
4867	I	,,	9·2	,,	,,	,,	4 ¼	,,
4868	H	,,	8	,,	,,	,,	4 ¼	,,
4869	D	,,	6	,,	,,	,,	8 full	,,
4870	L	,,	6	,,	,,	,,	24 ¼	,,
4871	A	,,	5 & 4	,,	,,	and for M.L. Guns, 9-inch and smaller calibre.		

4879 **Stack of "A" Powder Cases** } Illustrating the method of stowage
4880 ,, **Pentagon** ,, ,, } in Ships' Magazines.

4881 **Wood, Metal lined** { Whole / Half / Quarter } To contain charges for boat and field Guns.

4882 **Budge Barrel,** for conveyance of any description of explosive material from place to place in a ship.

4883 **Ammunition Box,** for quick-firing Guns, 6-pr.

4884 **Ammunition Box,** for quick-firing Guns, 3-pr.

4885 **Ammunition Box,** for Rifle and quick-firing Guns less than 3-pr.

4886 **Box for Fireworks,** large.

4887 **Box for Fireworks,** small.

4889 **Box for War Rockets.**

4890 **Box for Friction Tubes,** for stowing in storerooms.

4891 **Boat Magazine,** for use in Armed Launches and Pinnaces.

4892 **Boat Magazine,** for use in Armed Cutters.

4893 **Box for Cartridge Holders** for Gardner Guns.

4894 **Box for Hoppers of Nordenfelt Guns.**

4895 **Box for containing Projectiles** for use in Boat Service.

4896 **Specimens of the various Descriptions of Gunpowder** manufactured at the Government Powder Mills at Waltham Abbey.

Specimens of Gun Cartridges (Filled with non-explosive materials).

For Rifled Muzzle-loading Guns:—

4897	16-inch	112½ lbs.	¼ charge.	S.B.C. powder.	
4897A	12½ ,, ...	52½ ,,	,,	Prism[2] ,,	
4897B	12-inch, 35 ton ...	110 ,,	Full charge.	Pebble[2] powder.	
4897C	,, 25 ton ...	85 ,,	,, ,,	,, ,,	
4897D	11-inch	85 ,,	,, ,,	Pebble ,,	
4897E	10 ,, ...	70 ,,	,, ,,	,, ,,	
4897F	9 ,, ...	50 ,,	,, ,,	,, ,,	
4897G	8 ,, ...	35 ,,	,, ,,	,, ,,	
4897H	7 ,, 6½ ton ...	30 ,,	,, ,,	,, ,,	
4897I	,, ,, 90 cwt. ...	22 ,,	,, ,,	,, ,,	
4897J	64-pr.	10 ,,	,, ,,	R.L.G.[4] ,,	
4897K	9-pr., 8 cwt. ...	1¾ ,,	,, ,,	R.L.G.[2] ,,	
4897L	,, 6 ,, ...	1½ ,,	,, ,,	,, ,,	
4897M	7-pr.	¾ ,,	,, ,,	F.G. ,,	

For Rifled Breech-loading Guns:—

4898	7-inch	11 lbs.	Full charge.	R.L.G.	powder.	
4898A	40-pr.	5 ,,	,,	,,	,,	,,
4898B	20-pr.	2½ ,,	,,	,,	,,	,,
4898C	12-pr.	1½ ,,	,,	,,	,,	,,
4898D	9-pr.	1⅛ ,,	,,	,,	,,	,,

For Breech-loading Guns:—

4899	16¼-inch.	⅛ charge,	120 lbs.	S.B.C.	powder.	Full charge,	960 lbs.
4899A	13½ ,,	¼ ,,	157½ ,,	,,	,,	,, ,,	630 ,,
4899B	12 ,,	¼ ,,	73¾ ,,	Prism[1]	,,	,, ,,	295 ,,
4899C	10 ,,	¼ ,,	62½ ,,	,,	,,	,, ,,	250 ,,
4899D	9·2 ,,	¼ ,,	42½ ,,	,,	,,	,, ,,	170 ,,
4899E	8 ,,	¼ ,,	29½ ,,	,,	,,	,, ,,	118 ,,
4899F	6 ,,	¼ ,,	12 ,,	E.X.E.	,,	,, ,,	48 ,,
4899G	5 ,,	½ ,,	8 ,,	S.P.	,,	,, ,,	16 ,,
4899H	4 ,,	Full charge	12 ,,	,,	,,		

4900 **Specimens of Drill Cartridges.** These are of the same weights and dimensions as the Service Cartridges for which they are substituted in loading when guns are being used for drill purposes only.

SPECIMENS OF PROJECTILES.

For Smooth-bore Guns used in the Navy up to 1865.

4901 **10-inch.**—Common Shell, bursting charge 6¾ lbs.
4901A Diaphragm ,, ,, ,, —
4901B Grape Shot.
4901C Case Shot. No solid shot used with this gun.

4902 **100-pr.**—Common Shell, bursting charge 3¾ lbs.
4902A Diaphragm ,, ,, ,, 6 ozs.
4902B Solid Shot.
4902C Grape ,,
4902D Case ,,

4903 **68-pr.**—Common Shell, bursting charge 2 lbs. 9 ozs.
4903A Diaphragm ,, ,, ,, 13 ozs. 2 drs.
4903B Solid Shot.
4903C Grape ,,
4903D Case ,,

4904 **8-inch.**—No Solid Shot; other Projectiles are the same in all respects as those fired from the 68-pr., this gun being of the same calibre.

4905 **32-pr.**—Common Shell, bursting charge 1 lb. 5 ozs.
4905A Diaphragm ,, ,, ,, 3 ozs. 2 drs.
4905B Solid Shot.
4905C Grape ,,
4905D Case ,,

4906 **24-pr. Howitzer.**—Common Shell, bursting charge 1 lb.
4906A Diaphragm ,, ,, ,, 2½ ozs.
4906B Case Shot.

4907 12-pr.—Common Shell, bursting charge 7 ozs.
4907A Diaphragm ,, ,, ,, 1½ ozs.

4908 **Major O' Callaghan's Paper Proof Shot,** 12 in., 8 in., 4·7 in.
These are made for all natures of guns, but only three calibres are exhibited; they consist of Papier Maché Cylinders filled to Service weight with small (No. 5) shot, and are used for testing Gun Mountings in positions where it would be dangerous to use Service Projectiles.

For Muzzle-loading Guns.

		Weight (filled).	Bursting Charge.
	16-inch, 80-ton :—		
4909	Common shell	1,700 lbs. ...	75 lbs. 6 ozs.
4909A	Shrapnel shell	1,700 lbs. ...	4 lbs. 3 ozs.
4909B	Palliser shot	1,700 lbs. ...	—
	12½-inch, 38-ton :—		
4910	Common shell	818 lbs. ...	37 lbs. 8 ozs.
4910A	Shrapnel shell	818 lbs. ...	2 lbs. 7 ozs.
4910B	Palliser shot	818 lbs. ...	—
	12-inch, 35-ton :—		
4911	Common shell	714 lbs. ...	34 lbs. 10 ozs.
4911A	Shrapnel shell	714 lbs. ...	2 lbs. 0½ oz.
4911B	Palliser shot...	714 lbs. ...	—
	12-inch, 25-ton :—		
4912	Common shell	614 lbs. ...	28 lbs. 2 ozs.
4912A	Shrapnel shell	614 lbs. ...	2 lbs. 0 ozs.
4912B	Palliser shot	614 lbs. ...	—
	11-inch, 25-ton :—		
4913	Common shell	548 lbs. ...	27 lbs.
4913A	Shrapnel shell	548 lbs. ...	2 lbs. 0½ oz.
4913B	Palliser shot...	548 lbs. ...	—
	10-inch, 18-ton :—		
4914	Common shell	410 lbs. ...	23 lbs. 8 ozs.
4914A	Shrapnel shell	410 lbs. ...	1 lb. 9 ozs.
4914B	Palliser shot...	410 lbs. ...	—
	9-inch, 12-ton :—		
4915	Common shell	256 lbs. ...	17 lbs.
4915A	Shrapnel shell	256 lbs. ...	1 lb. 5 ozs.
4915B	Palliser shot	256 lbs. ...	—
	8-inch, 9-ton :—		
4916	Common shell	180 lbs. ...	17 lbs. 12 ozs.
4916A	Shrapnel shell	180 lbs. ...	1 lb. 0 ozs.
4916B	Palliser shot	180 lbs. ...	—
	7-inch, 6½-ton and 90-cwt. :—		
4917	Common shell	117 lbs. ...	10 lbs.
4917A	Double shell...	156 lbs. ...	13 lbs. 5 ozs.
4917B	Shrapnel shell	117 lbs. ...	0 lbs. 12 ozs.
4917C	Palliser shot...	117 lbs. ...	—
	64-pr., 64-cwt. :—		
4918	Common Shell	64 lbs. ...	9 lbs. 1 ozs.
4918A	Shrapnel shell	64 lbs. ...	0 lbs. 9 ozs.

		Weight (filled).	Bursting charge.
	9-pr., 8-cwt. and 6-cwt. :—		
4919	Common shell	9 lbs. ...	0 lbs. $8\frac{3}{4}$ ozs.
4919A	Shrapnel shell	9 lbs. ...	0 lbs. $0\frac{3}{4}$ oz.
4919B	Case shot	$9\frac{3}{4}$ lbs. ...	—
	7-pr., 200-lbs. :—		
4920	Common shell	$7\frac{1}{2}$ lbs. ...	0 lbs. $7\frac{1}{4}$ ozs.
4920A	Double shell...	12 lbs. ...	0 lbs. $14\frac{1}{2}$ ozs.
4920B	Shrapnel shell	$7\frac{1}{2}$ lbs. ...	0 lbs. $0\frac{1}{2}$ oz.
4920C	Case shot	$6\frac{1}{4}$ lbs. ...	—

For Rifled Breech-loading Guns.

WHOLE AND IN SECTIONS.

		Weight (filled).	Bursting Charge.
	7-inch, 82-cwt. :—		
4921	Common shell	90 lbs. ...	6 lbs. 8 ozs.
4921A	Segment shell	100 lbs. ...	3 lbs. 2 ozs.
4921B	Case shot	69 lbs. ...	—
4921C	Solid shot	110 lbs. ...	—
	40-pr., 35-cwt. :—		
4922	Common shell	40 lbs. ...	2 lbs. 4 ozs.
4922A	Segment shell	40 lbs. ...	0 lbs. 13 ozs.
4922B	Case shot	32 lbs. ...	—
4922C	Solid shot	40 lbs. ...	—
	20-pr., 13-cwt. :—		
4923	Common shell	$20\frac{1}{2}$ lbs. ...	1 lb. 2 ozs.
4923A	Segment shell	20 lbs. ...	700 grs.
4923B	Case shot	$14\frac{3}{4}$ lbs.	—
4923C	Solid shot	20 lbs. ...	—
	12-pr. :—		
4924	Segment shell	12 lbs. ...	550 grs.
4924A	Case shot	12 lbs. ...	—
4924B	Solid shot	12 lbs. ...	—
	9-pr. :—		
4925	Segment shell	9 lbs. ...	300 grs.
4925A	Case shot	9 lbs. ...	—
4925B	Solid shot	9 lbs. ...	—
	6-pr. :—		
4926	Segment shell	6 lbs. ...	200 grs.
4926A	Case shot	6 lbs. ...	—
4926B	Solid shot	6 lbs. ...	—

4927 **Unleaded Segment Shells in sections.** 7-in., 40-pr., 12-pr., 6-pr.

4928 **Model to illustrate the dispersion of the segments of 12-pr. R.B.L. Shell in flight.**

4929 **Palliser Shot** which was fired at H.M.S. "Inflexible" at the bombardment of Alexandria, from an 18-ton gun in the Lighthouse Fort. It killed Lieutenant Jackson, R.N., and Mr. Shannon, the Carpenter of the ship, and being deflected, struck a large iron bollard, base first, and printed upon the bollard the name of the shot. It wrecked the

4929—*continued.*
Captain's cabin, deflected several iron beams, passed up through the upper deck, and there remained.

4930 **Bollard** which was struck by the above-mentioned shot.

4931 **Congreve Rockets and Sticks.** 24-pr., 12-pr., 6-pr., 3-pr.

4932 **Sections of Congreve Rockets and Sticks.** 24-pr., 12-pr., 6-pr., 3-pr.

For Breech-loading Guns.

		Weight (filled).	Bursting Charge.
	16½-inch, 110-ton—		
4933	Common Shell	1,800 lbs. ...	179 lbs.
4933A	Shrapnel Shell	1,800 lbs. ...	4 lbs. 13 ozs.
4933B	Palliser Shot	1,800 lbs. ...	—
	13½-inch, 67-ton—		
4934	Common Shell	1,250 lbs. ...	82 lbs. 8 ozs.
4934A	Shrapnel Shell	1,250 lbs. ...	5 lbs. 4 ozs.
4934B	Palliser Shot	1,250 lbs. ...	—
	12-inch, 45-ton—		
4935	Common Shell	714 lbs. ...	95 lbs.
4935A	Shrapnel Shell	714 lbs. ...	2 lbs.
4935B	Palliser Shot	714 lbs. ...	—
	10-inch, 29-ton—		
4936	Common Shell	500 lbs. ...	37 lbs. 12 ozs.
4936A	Shrapnel Shell	500 lbs. ...	1 lb. 9 ozs.
4936B	Palliser Shot	500 lbs. ...	—
	9·2-inch, 24-ton—		
4937	Common Shell	380 lbs. ...	33 lbs.
4937A	Shrapnel Shell	380 lbs. ...	1 lb. 8 ozs.
4937B	Palliser Shot	300 lbs. ...	—
	8-inch, 15-ton—		
4938	Common Shell	210 lbs. ...	29 lbs.
4938A	Shrapnel Shell	210 lbs. ...	1 lb. 2 ozs.
4938B	Palliser Shot	210 lbs. ...	—
	6-inch, 5-ton—		
4939	Common Shell	100 lbs. ...	8 lbs. 14 ozs.
4939A	Shrapnel Shell	100 lbs. ...	0 lbs. 11 ozs.
4939B	Palliser Shot	100 lbs. ...	—
	5-inch, 40-cwt.—		
4940	Common Shell	50 lbs. ...	3 lbs. 15 ozs.
4940A	Shrapnel Shell	50 lbs. ...	0 lbs. 2 ozs.
4940B	Palliser Shot	50 lbs. ...	—
	4-inch, 22-cwt.—		
4941	Common Shell	25 lbs. ...	2 lbs. 1 oz.
4941A	Shrapnel Shell	25 lbs. ...	0 lbs. 1½ oz.
4941B	Palliser Shot	25 lbs. ...	—

4942 **Specimen of Steel Band for slinging Projectiles.**

4943 **Cartridge Cases,** used for the conveying of Cartridges from Magazines to Gun Decks.

4944 **Box for containing the Friction Tubes** by which Gun charges are ignited.

4945 **Lanyard** for igniting Friction Tubes.

4946 **Pocket** for holding Friction Tubes on field or boat service.

4947 **Extractor,** for withdrawing projectiles from loaded Rifled Muzzle-loading Guns.

4948 **Vent Bit, Pricker, and Drift,** for clearing vents of Guns.

4949 **Specimens of Fuzes** at present used in the Navy.

4950 **Crusher Gauges,** by means of which the pressure per square inch (on the explosion of the charge) is ascertained in the bore of the Gun.

4951 **Apparatus for Firing War Rockets.**

4952 **Apparatus for Firing Signal Rockets.**

4953 **Pendulum,** by which the number of degrees of heel or roll of a ship is ascertained.

4954 **Pivot Wrench,** for attaching Elevating Arcs to Guns.

4955 **Aiming Tube,** by which rifle cartridges can be fired from ship guns, for practice in Aiming, instead of using service charges.

4956 **Iron Shot and Part of the Charge taken out of a Brass Gun,** recovered in 1836 from the "Mary Rose," which sunk off Spithead in 1545.

4957 **Round Shot** for the 150-pr., 68-pr., 56-pr., 42-pr., 32-pr., 24-pr., and 18-pr. R. L. Case.

4958 **Shell for the 13-inch Mortar,** whole and in section, with Boxer mortar fuze. Gauge for the same. Another 13-in. Shell. R. L. Case.

4959 **Common Shells,** whole and in section, with fuzes, for the 42-pr. (Boxer common fuze), 32-pr. (Pettman fuze), 24-pr. (Pettman fuze), 18-pr. (Boxer common fuze), and 12-pr. (Boxer common fuze). Gauges for the same. R. L. Case.

4960 **Naval Shells,** whole and in section, with fuzes, for the 150-pr. (Pettman fuze), 100-pr. ($7\frac{1}{2}$-secs. time fuze), and the 8-in. (Moorsom fuze). Gauges for the same. R. L. Case.

4961 **10-inch, 8-inch, 42-pr., and 32-pr. Naval Common Shells, and 16 others.**

4962 **Boxer's Diaphragm Shrapnel Shell,** whole and in section, loaded, with fuze, for the 150-pr., 10-inch, 100-pr., 8-inch, 32-pr., 24-pr., 18-pr., 12-pr., 9-pr., and 6-pr., and 10 gauges for the same. R. L. Case.

4963 **Martin's 10-inch Shell,** whole and in section. R. L. Case.

4964 **Specimens of the Original 8-inch Shells for Molten Iron,** submitted to the Ordnance Select Committee by Mr. Martin in April, 1857. No. 209 was fired in experiments at Shoeburyness against the section of a frigate, in which it was found unbroken with the hole downwards, and a portion of the metal had run over the deck, which it set on fire.

4968 **Caffin's Grape or Tier Shot (5)** for various calibres, 8-inch, 32-pr., and 24-pr.

4969 **Caffin's Grape Shot** for the 68-pr., 32-pr., 24-pr., 18-pr., 12-pr., 9-pr., and 6-pr. R. L. Case. **53 Sand Shot,** of sizes from 4 lbs. to 1½ oz. R. L. Case.

4970 **Lancaster, C. W., 1851, for 68-pr. Gun, Oval-bored Cast-iron Shells.** Length, 18-in.; weight, 48 to 84 lbs. No. 519 has been fired.

4971 **A Series of Objects** illustrating the Manufactures of the Royal Laboratory. In one large case. 1862.

4972 **Service Cartridges** made up.

4973 **Specimens of Wooden Fuzes.**

4974 **Armstrong Fuzes and Sections.**

4975 **Pettman Sea-service Percussion-fuze.** Complete, in parts, and in section, before and after firing.

4976 **Naval Flint-lock for Cannon,** fixing to the vent-field by pins passing laterally through it.

4977 **Naval Gun-lock for Percussion Tubes.**

4978 **Model of Proposed Percussion-hammer for Naval Service.**

4979 **Service Tubes,** 1864.

4980 **Old Pattern Naval Sights.**

4981 **Examples of Metal Tangent Scales** in use, 1860, for smooth-bored ordnance, 32-pr., of 58 c. 9·5 ft.

4982 **Examples of Naval Side Scales** in use, 1860, 8-in., of 65 c. Marked B.O. ⁄\

4983 **Gunner's Rule in Boxwood,** giving the weights and principal dimensions of the guns and projectiles in use towards the end of the 17th century.

4984 **Brass Model of a Naval 68-pr. Gun and Carriage,** by J. Allen. Scale ⅛.

4985 **Section of a Ship's Side and Port,** with a 24-pr. Gun (wood) mounted on its Carriage, the axletrees having friction balls to reduce the labour in traversing.

4986 **A 24-pr. Gun (wood) mounted on its Carriage,** with Ship's Port.

4987 **Model of a 24-pr. Medium Gun** of 7 ft. 6 in., or 15 calibres in length, as proposed by Sir W. Congreve for the arming of frigates; for which purpose 700 of these guns were cast during the Peninsular war.

4988 **Two Carronades in Sections of a Ship's side.**

4989 **A Sea-service Mortar and Bed (wood);** the bed is proposed of cast iron, and to revolve on iron shot. Designed and made by A. Wilson, R.M.A., 1827.

4990 **Section of a First-rate Ship of War,** with 8 brass guns mounted.

4991 **Two Small Open Models of Ship Magazines.**

4992 **Naval Gunner's Storerooms.**

4993 **Mode of Fitting a Ship's Launch** to receive an 8-inch Mortar for bombardment, by taking out the main thwart and laying a bag or bags well stuffed with hemp rubbish, in the bottom of the boat upon two or three loose planks placed over the flooring, and then lashing a small framed platform tight down upon these bags in the broadest part of the boat.

4994 **Model of a Launch,** showing the plan adopted by Sir W. Congreve for using the rockets in Basque Roads.

4995 **Model of a Rocket Launch with Two Rocket Frames,** as fitted under the direction of Sir W. Congreve for the expedition against Boulogne in 1805

4996 **A Fire-ship.**

4997 **Block-ships** for obstructing the entrance into harbours.

4998 **Model of Carronade of Ship's Carriage,** mounted in a Port.

4999 **Model of an 8-inch 65 cwt. Gun** (Brass), on a Rear-chock Carriage (Naval).

5000 **Model of an 8-inch Gun** on Slide.

5001 **Case of Martini-Henry Ammunition,** compact and representative.

5002 **Print of Method of Laying and Firing Guns on board ship in last century.**

5003 **Photograph of a Disabled Gun.**

5004 **Case,** containing 12 whole and 12 sections of Cartridges; 9 whole and 9 sections of Fuzes; 16 whole and 16 sections of Tubes, Electric and Friction; 7 whole Tubes and Detonators; a series of Flint-Locks for Guns; 5 Flint and Percussion Locks.

5005 **Double Flint-lock.**

5006 **Specimens of Gunpowder,** 28 in number.

5007 **Do.** **Do.** Field and Heavy Ordnance.

5008 **Case of Boxer's Fuzes,** Tube Lanyard, Tubes, and Detonators.

5009 **Model of 10-inch Howitzer.**

5010 **Model of 13-inch Iron Sea-Service Mortar.**

5011 **Gun made from "Royal George."**

5012 Section of Admiral Scott's Central Rifling, 1.
5012A Do. Do. 2.
5012B Do. Do. 3.
5013 Wood Section 64-pr. Shunt Gun and Projectile, 1864.
5020 13-inch Mortar Shell.
5021 Sections of 13-inch Mortar Shell.
5022 13-inch Carcase.
5023 Sections of 13-inch Carcase.
5024 6-pr. Shot.
5025 6-pr. Segment Shell.
5026 A 12-pr. Shot, Lead Coated and Ringed.
5027 Present Day Charge—1886—for 110-ton Gun.
5028 16-lb. Charge, the Largest used during the Russian War, 1854.
5029 A 5-pr. Gun on Carriage, and Part of Ship's Side, showing Port, &c.
5030 112-pr. Solid Shot.
5031 12-pr. Solid Shot.
5032 12-pr. Common Shell, $3\frac{1}{2}$ diameters.
5033 12-pr. Common Shot.
5034 Section of Shell (Shrapnel), 2·85 diameters long.
5035 Section of Shell (common), $3\frac{1}{2}$ diameters long.
5036 Steel Shell, 3 diameters long.
5037 Section of Common Shell, 5 diameters long.
5038 Common Case Shot, 2·95 diameters long.
5039 A Rifled Sphere Weight, $3\frac{3}{4}$ lbs.
5040 Hale's War Rocket, fitted with Time and Percussion-Fuzed Shell.
5041 Cannon and Slide-Model (cannonade old pattern).
5042 Model of Lower Deck Gun and Gear, as fitted on board H.M.S. "Excellent," 1860.
5043 Model of Breech of Gun with Flint Lock.
5044 Wood Models of Guns and Mortars.
5045 Models of Charges for 9-pr. Armstrong B.L. Gun.
5046 Model of Charge for 12-pr. Armstrong B.L. Gun.
5047 Model of Palliser's 16-inch Shell, not studded.
5048 Model of Shot with Gas Check, 6·3-in. Com. Shell for Howitzer.
5049 Model of Shot with Gas Check.
5050 Model of 80-ton Gun, in two Sections (Wood).

5051 Model of 38-ton Gun, in two Sections (Wood).
5052 Model of 35-ton Gun, in two Sections (Wood).
5053 Model of 18-ton Gun.
5054 Model of 12-ton Gun.
5055 Model of 9-ton Gun.
5056 Model of 6½-ton Gun.
5057 Model of 45-ton Gun, Mark 5, in Sections (2).
5058 Model of 110-pr. Gun, Armstrong B.L.
5059 Model of Palliser Converted 64-pr.
5060 Model of 8-inch Naval Broadside Gun—9 tons.
5061 Model of Iron 95-cwt. Gun.
5062
5063 Section of 38-ton Gun.
5064 Section of 35-ton Gun.
5065 Section of 22-ton Gun.
5066 Wood Section of 7-inch Woolwich Gun and Projectile.
5067 Wood Section of Scott's Competition Gun.
5068 Wood Section of 9-inch Woolwich Gun.
5069 Wood Section of 7-inch French Gun.
5070 Wood Section of 9-inch Whitworth Gun.
5071 Hale's Rockets, 4-inch ; No. on Stand, 1.
5072 Hale's Rocket's, 4-inch ; No. on Stand, 2.
5073 Case containing 24-pr. Rocket and Section.
5074 Life Saving Rocket (Dummy), Port Fire and Stick.
5075 Long Light and Section, Signal Rocket and Section.
5076 Three Cases of Metal and Wood Time and Percussion Fuzes, &c., &c.
5077 Model Sledge used in Transporting Ship's Guns in 1854.
5078 Model of Ship's Gun with New Plan for Elevating and Depressing.
5079 Model of Improved Gun Carriage.
5080 Model of 24-pr. Gun on a Wooden Carriage.
5081 A Tube Box.
5082 Model of Gun fitted for Steam Ships of War.
5083 Wooden Model of Gun Carriage and Part of Ship's Side.

5084 **Model of Shot** for 12¾-inch Gun (wood).

5085 **Model of 600-pr. Shot** (wood). Armstrong.

5086 **Model of Scott's 10-inch 400 lb. Shell** (wood).

5087 **Model of Wooden Gun** mounted on Carriage.

5089 **Case of Ammunition** for Hotchkiss 37$^{m}/_{m}$. Revolving Gun.

5090 **Traversing Carriage and Gun.**

5091 **Specimen in the Rough,** showing the Manufacture of Steel Shot for the Nordenfelt Gun.

5092 **Plan of Apparatus** for Saving Life in the event of Shipwreck.

5093 **Manby's Rocket Apparatus** for Saving Life from Shipwreck after Communication has been effected.

5095 **Iron Shot** obtained from a fisherman, who hauled it up in his dredging net from the bottom of the sea in Sole-Bay, now called Southwold Bay. A relic of the great fight which took place there on the 28th May, 1672, when the English and French Fleets were commanded by the Duke of York. Afterwards, January 11th, Marshal De Etrees defeated the Dutch under the celebrated De Kuytzer.

5096 **A Shot**, which lodged in a basket at the Battle of Navarino, nestled itself among the things it contained, and rested there. It entered at one side of the basket, leaving the other side uninjured.

5097 **Ship's Magazine,** showing the method of stowing Cartridges in cases.

From the Gun Wharf, Portsmouth.

5098 **Dutch Pikes.**

5099 **Pistols,** Percussion, S. B. S. S.

5100 **Rifle,** Percussion, heavy Naval 1st Class.

5101 **Rifle,** Patt. 42, S. S.

5102 **Axes, Boarding.**

5103 **Bayonet,** Sword, Naval, fitted with scabbard spring.

5104 **Boarding Pike,** old pattern.

5105 **Shot,** Bar.

5106 **Shot,** Chain.

5107 **Shot,** Expanding, Elongated.

5108 **Shot,** Expanding, Star.

5109 **Shot,** Faggot.

5110 **Shot,** Grape.

5111 **Shot,** Canister.

5112 **Old Shells** (or Carcases).

5113 **Sword, Naval, and Scabbard** (American).

5114 **Torpedo or Mine Flint Clockwork,** O. P.

5115 **Swivel Guns,** brass, 1734, from Royal Yacht of that date.

5116 **Flintlock,** Muskets, Revenue Cutters.

5117 **Flintlock,** Locks for Carronades, English.

5118 **Flintlock,** Locks for Carronades, French.

5119 **Handlock** for Firing Cannon.

5120 **Old Piece** from "Acre."

5121 **Specimens of Old Coil Guns.** Long submerged.

5122 **Loading Tray** for red hot Shot.

5123 **Old Flintlock,** swivel pieces.

5124 **Old Flint Pistols.**

5125 **Shot** which fell into the boat manned by a crew from H.M.S. "Euryalus," in charge of Lieut. Johnson, at the bombardment of Kagosima, Japan, 15th August, 1863. The next shot fired from the forts killed Capt. Josling and Commander Wilmot, of the "Euryalus."
Lent by the widow of the late Admiral Johnson.

5126 **Old Rocket Tube.**

5127 **Old Iron French Locks** for firing.

5128 **Relics from Wreck of Royal George.**

5129 **Robt. Mole & Sons,** *Granville Street, Birmingham.*
Naval and other Swords. Midshipmen's Dirks. Cutlasses. Boarding Pikes. Sword Bayonets, &c.
Presentation Sword, silver gilt, with national arms and emblems worked in enamel.

5130 **The Wilkinson Sword Company, Limited,** 27, *Pall Mall, S.W.*
Naval Swords, Cutlasses, Revolvers, and Accoutrements.

5131 **Charles Lancaster,** 151, *New Bond Street, W.*
Naval and Military Two and Four Barrel Breech-Loading Hammerless Pistols (Patent). Specially adapted for Service ammunition.

5132 **C. T. Guthrie,** 9, *Ash Grove, Cricklewood, London.*
Proposed Automatic Mounting for Heavy Guns.

5133 **The Haskett Smith Rangefinder Syndicate,** 11, *Delahay Street, Westminster, S.W.*
Rangefinders with short bases, to be used by one observer taking readings from each end of a trigonometrical base simultaneously (similarly to the way in which a sextant is read) and giving the readings in yards or otherwise without calculation. Also rangefinders for fortifications, for artillery, and infantry use.

5134 **John Rogerson & Co., Limited,** *Stanners Closes Steel Works, Wolsingham, Darlington.*
9-pr. Rogerson-Downie Q. F. Guns (9-pr. and 6-pr.), and Ammunition for the same.

5134—*continued.*

Gun Jackets for Q. F. Guns.
Common Shell in Cast and Forged Steel.
Saddle Crossheaded Girder, Cast Steel, for 5-inch Centre Pivot Mounting.

5135 **The Maxim-Nordenfelt Gun and Ammunition Co., Limited,** *Victoria Mansions, 32, Victoria Street, S.W.*

The 45-pr. Q.F. Gun, Mounted on the Naval Recoil Mounting.
Weight of gun, 2·5 tons; weight of mounting, 2 tons; length of gun (over all), 231 in.; calibre, 4·72 in. Velocity at muzzle, using ordinary powder, 2,200 f.s.; at 1,000 yds., 1,786 f.s.; at 2,000 yds., 1,459 f.s.; at 3,000 yds., 1,202 f.s. Perforation of wrought iron at muzzle, 10·4 in.; at 1,000 yds.; 8·4 in.; at 2,000 yds., 6 9 in.

The 14-pr. Q.F. Gun, Mounted on Mark B Carriage.
Weight of gun, 18 cwt.; weight of mounting, 21 cwt.; length of gun (over all), 138 in.; calibre, 3 in. Velocity at muzzle, 2,100 f.s.; at 1,000 yds., 1,619 f.s.; at 2,000 yds., 1,255 f.s. Perforation of wrought iron at muzzle, 7 in.; at 1,000 yds., 5·4 in.; at 2,000 yds., 4·2 in.

The 14-pr. Automatic Q.F. Gun, Mounted on Recoil Carriage.
The particulars of this Gun, with respect to ballistics, &c., are identical with those of the 14-pr. Q.F. gun above.

The 6-pr. Q.F. Gun, Mounted on Mark B Recoil Carriage.
Weight of gun, 6 cwt. 3 qr.; weight of mounting, 9 cwt. 2 qr. 14 lb.; length of gun (over all), 110·4 in.; calibre, 2·24 in. Velocity at muzzle, 1,870 f.s.; at 1,000 yds., 1,296 f.s.; at 2,000 yds., 979 f.s. Perforation of wrought iron at muzzle, 4·75 in.; at 500 yds., 3·9 in.; at 1,000 yds., 3·2 in.

The 6-pr. Automatic Q.F. Gun.
The particulars of this Gun, with respect to ballistics, &c., are identical with those of the 6-pr. Q.F. Gun above.

The 3-pr. Gun, Mounted on Mark B Recoil Carriage.
Weight of gun, 4 cwt. 2 qr. 12 lbs.; weight of mounting (complete), 9 cwt. 3 qr.; length of gun (over all), 91·5 in.; calibre, 1·85 in. Velocity at muzzle, 1,920 f.s.; at 1,000 yds., 1,246 f.s.; at 2,000 yds., 922 f.s. Perforation of wrought iron at muzzle, 3·9 in.; at 500 yds., 3·2 in.; at 1,000 yds., 2·5 in.

The 3-pr. Automatic Q.F. Gun, on Recoil Carriage.
The particulars of this Gun, with respect to ballistics, &c., are identical with those of the 3-pr. Q.F. Gun above.

The 2½-pr. Q.F. Gun, Mounted on Mark E Carriage.
Weight of gun, 3 cwt. 0 qr. 10 lbs.; weight of mounting (complete), 4 cwt. 1 qr. 1 lb.; length of gun (over all), 76·2 in.; calibre, 1·65 in. Velocity at muzzle, 2,010 f.s.; at 1,000 yds., 1,263 f.s.; at 2,000 yds., 892 f.s. Perforation of wrought iron at muzzle, 3·8 in.; at 500 yds., 3 in.; at 1,000 yds., 2·4 in.

37-m/m (1½-inch) Maxim Automatic Machine Gun, Mounted on Naval Cone.
Weight of gun, 365 lbs.; weight of carriage (complete), 345 lbs.; weight of projectile, 1·46 lbs.; length of gun (over all), 53 in.

5135—*continued.*

velocity at muzzle, 1,319 f.s.; at 500 yds., 950 f.s.; at 1,000 yds., 782 f.s.

The Maxim Rifle Calibre Automatic Machine Gun, Mounted on Naval Cone.

Weight of gun, 50 lb.; weight of mounting (complete), 1 cwt. 2 qr. 6 lbs.; length of gun, according to pattern. Velocity, according to ammunition used.

Note.—This gun can be seen in action in the kiosk adjoining the Armstrong Gallery.

The Maxim Rifle Calibre Automatic Machine Gun, on Bulwark Mounting.

The carriage on which the Gun is mounted is the same as that used with the Naval Cone, the pivot being secured to a plate on the Bulwark.

The Maxim Rifle Calibre Automatic Machine Gun on Mast top Mounting, and Model of Mast top.

The 3-barrel Rifle Calibre Machine Gun on Naval Cone.

Weight of gun, 93 lbs.; weight of mounting, 2 qr. 5 lbs.

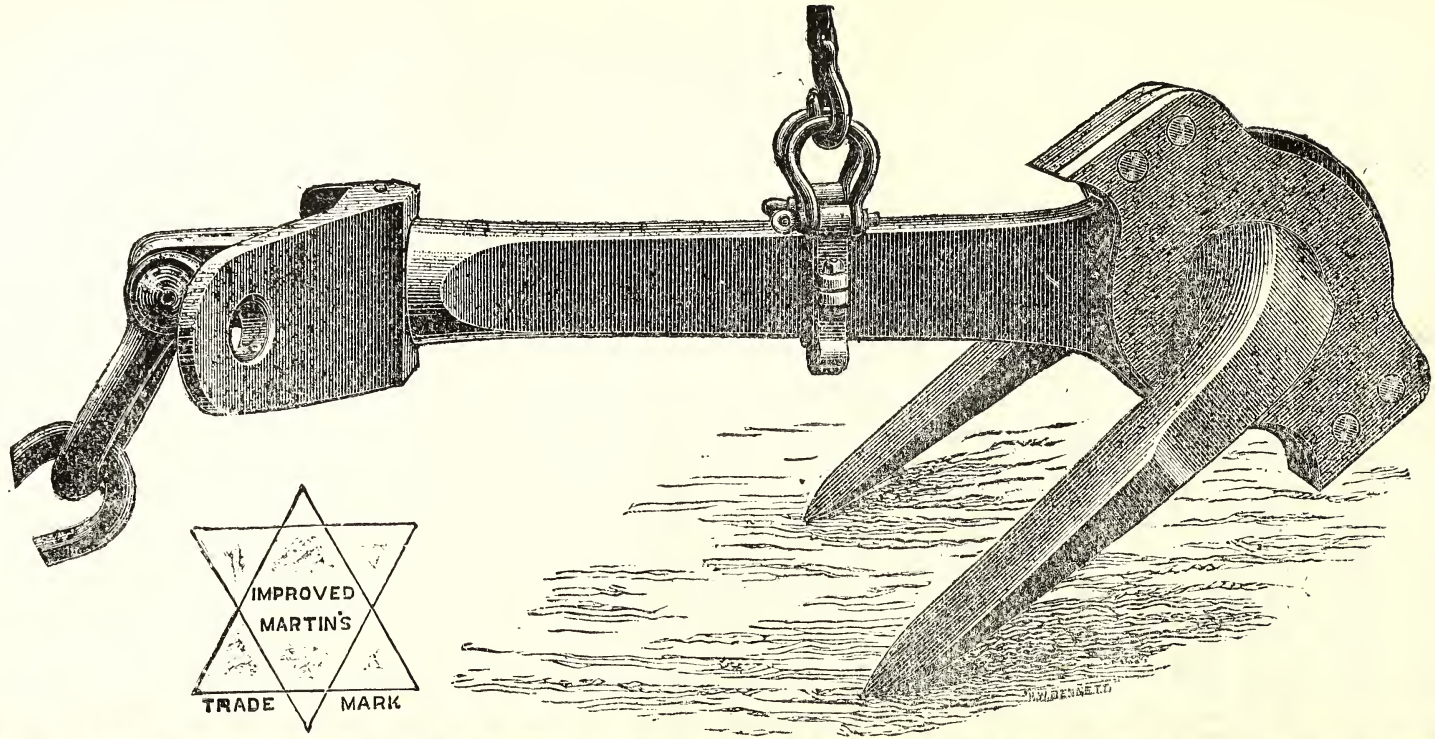
A Small Disappearing Turret, with 6-pr. Gun mounted therein.

Specimens of Ammunition used by the various descriptions of Quick Firing Guns.

5136 **The Life-saving Brigade,** *Bridlington.*
Model of Life-Saving Apparatus.

5137 **The British Munitions Company.**
Specimens of Solid-drawn Cartridges for Quick-firing Guns, &c.

END OF ST. VINCENT GALLERY.



THE IMPROVED MARTIN'S ANCHOR COMPANY, LIMITED,

5, ADELPHI TERRACE, STRAND, LONDON, W.C.

CONTRACTORS to the ADMIRALTY and FOREIGN GOVERNMENTS.

THE PATENT ANCHOR PRINCIPALLY IN USE IN THE ENGLISH NAVY. *See Catalogue opposite.*

Sole Makers for the Company, Messrs. H. Charlton & Co., Engineers, Gateshead-on-Tyne.

Immediately adjoining the ST. VINCENT GALLERY is the

ARMSTRONG GALLERY,

containing the EXHIBIT OF WARLIKE MATERIAL manufactured by Sir W. G. Armstrong, Mitchell, & Co., Limited, Elswick Works, Newcastle-on-Tyne.

This Exhibit is divided in Sections as follows:—

SECTION I.

In this Section will be seen a **6-inch 5-ton Gun**, mounted on a hydro-pneumatic mounting, which is specially designed, and largely in use for coast defence purposes.

In this principle the gun, with its mounting, and the crew working the same, are concealed in a pit, the top of which is on the level of the surrounding country. The gun is loaded and laid (or aimed) in the pit, the last operation being carried out by means of reflecting mirrors, and when ready is allowed to rise above the pit (which it does automatically by means of the air which has been compressed in the cylinder by the recoil of the gun after the previous round). After firing, the influence of the recoil causes the gun immediately to descend again into the pit, leaving only the puff of smoke to direct the return fire against the gun.

Guns up to 68 tons weight, throwing projectiles of 1,250 lbs., have been mounted with success on this principle, which has been made the subject of most exhaustive experiments with a view to ascertaining what the effect of a ship's fire on such a system would be. In 1885 a model gun was mounted on a disappearing carriage in a pit at the extremity of Portland Bill, and H.M.S. "Hercules" fired over 150 rounds at it, and although the model was made of wood only, it went through the ordeal, coming up as if to deliver fire and then disappearing again, without the slightest injury.

The mounting on exhibit will be worked every day punctually at 3 and 6 p.m. If required to be worked at any other time a charge of 2s. 6d. will be made.

SECTION II.

In this Section is shown a **3-pounder Hotchkiss Gun**, fitted with the Elswick electrically illuminated sights for night use. As these small quick-firing guns are specially designed and manufactured with a view to repelling the attacks of torpedo boats, which attacks would generally be made at night, the necessity of providing the gunner with a means of directing his fire by such "night sights" is apparent.

SECTION III.

This Section contains an exhibit of **Quick-firing Guns.** It will perhaps be well to explain that in the ordinary system of breech-loading guns it is absolutely necessary to wash or sponge out the powder-chamber after each round, and thus a considerable time is occupied. Further delay in loading is occasioned by extracting and inserting a tube, or primer, each round, to ignite the powder charge ; but in quick-firing guns both these causes of delay are got over by the use of a metal cartridge case which contains the priming tube. In 1886 the Armstrong firm designed and submitted to the Admiralty a quick-firing gun to fire a 36 lb. projectile. After trial, however, it was decided to increase the weight of the projectile to 45 lbs., and to adopt the gun as the principal armament of cruisers and small vessels. Since then 420 of these guns have been manufactured at Elswick for the Royal Navy alone. Further experiments, carried out by the Armstrong Firm, resulted in the production of large quick-firing guns of 6 inches in calibre, capable of firing a 120 lb. projectile, and also guns of smaller sizes suitable for the armament of torpedo boats, &c.

Specimens of each of these guns are here shown, and it may be of interest to state that the rate of firing from them may be taken to be as follows :—

6-inch quick-firing gun, 100 lb. projectile, 6 rounds per minute.

4·7	,,	,,	,,	45	,,	12	,, ,,
3·75	,,	,,	,,	25	,,	14	,, ,,
3	,,	,,	,,	12	,,	20	,, ,,

NOTE.—Cards giving the ballistic data of these guns can be obtained from the attendants.

The guns shown in this Section are fitted with the "Morris Company Aiming Tubes," so that visitors can practice with the guns at a movable target, which is designed to a scale to represent a torpedo boat at 800 *yards as she would appear while steaming at full speed at sea.*

SECTION IV.

This Section represents the **Battery of a modern Ironclad.** It is now the invariable custom to supplement the main armament of large, turret or barbette, guns with a secondary battery of smaller guns, for which the quick-firing guns are particularly suitable. The guns shown in this exhibit are one 6-inch Q.F., three 4·7-inch Q.F., and two 6-pr. Hotchkiss. In the after part of the deck will be found the gun-room and a typical lieutenant's cabin, which have been furnished by the Army and Navy Co-operative Stores. The side lights used in the cabins are the invention of Mr. Mason.

SECTION V.

Consists of the **Model Rooms,** above the ground floor, which contains a most complete exhibit of very highly-finished models of modern men-of-war. Prominent among them will be seen one of H.M.S. "Victoria," to a scale of one inch equals one foot. This model is probably the largest and most complete that has ever been constructed, and shows in the most minute detail every fitting on board that magnificent ironclad.

The torpedo nets on this model were made for the Exhibition by Bullivant & Co., the well-known makers of wire-rope, &c.

SECTION VI.

The principal object here is a **full-sized Section of the "Victoria's" Turret**, in which is mounted a 110-ton gun on hydraulic carriage.

This gun fires a projectile of 1,800 lbs., and a powder charge of 960 lbs., and possesses an energy of 55,253 foot tons. The projectile and model of the charge, which is 9 feet in length, are also exhibited.

The machinery for working these monster guns is on exactly the same design as that for working guns of 68 tons or 43 tons, nor does it require more men to attend to it.

The armour of the "Victoria" turret consists of 17 inches steel-faced, and the weight of the entire turret, with its two guns, is about 900 tons.

SECTION VII.

In this Section will be found a **9·2-inch B.-L. Gun** on Elswick (Vavasseur) centre-pivot mounting. These guns are so mounted in the bow and stern of nearly all our larger cruisers. It will be observed that the mounting is designed so that the ammunition can be brought from the magazine up a central tube, and thus the gun can be readily loaded at any angle of training.

On the floor in this Section will also be seen the **rough forgings of steel** from which a 6-inch Q.-F. gun is made; as well as projectiles of all natures, cartridge cases, and other materials of interest.

Outside the building a **Time Gun** is exhibited, which is made to fire automatically by electricity. The hours at which the gun is arranged to fire are 3 and 7 p.m., and the accuracy with which this is done by the combination of clockwork and electricity should be specially observed.

It only remains to be added that the building containing Messrs. Armstrong's exhibit is 230 feet in length × 45 feet in breadth, and was erected by Messrs. North & Son, of London Road.

PERKINS'

PATENT

STEAM OVENS

For SHIPS, Bakeries, &c., &c.

THESE OVENS ARE EXTREMELY ECONOMICAL AND THOUSANDS ARE IN USE.

PERKINS' Patent System of Hot Water Heating for Ships, Factories, Workshops, Public Buildings, &c.

FOR ESTIMATES & FURTHER PARTICULARS

APPLY TO

A. M. PERKINS & SON, LTD.,

43, REGENT SQUARE, GRAY'S INN ROAD,
LONDON, W.C.

Leaving the ARMSTRONG GALLERY at the end opposite to that at which he entered, the visitor will find himself facing the

CAMPERDOWN GALLERY,

an imposing structure, 450 feet long × 50 feet wide. This Gallery contains:—

(*a*) The Torpedo and Electrical Sub-Division of the Ordnance Section; followed lower down by the Exhibit of

(*b*) Materials used in Ship and Engine Construction and Armour Plates,

(*c*) Ships' Telegraphs (internal),

(*d*) Steam Capstans and Windlasses,

the three latter being further Sub-Divisions of the Models Section of the Exhibition.

TORPEDO EXHIBIT.

In the arrangement of this most interesting Sub-Division, endeavour has been made to set clearly before the visitor the methods adopted and materials employed in the Science of what may be termed "Submarine Warfare," both for "Attack" and "Defence."

ATTACK.

Under this heading may be considered the Whitehead Torpedo, the "Outrigger" or "Spar" Torpedo, the system of Countermines, and the exercises known as "Creeping" and "Sweeping."

In connection with the "Whitehead," Mr. Whitehead's original surface Torpedo is kindly lent by the inventor, and represents the prelude to the locomotive Torpedo warfare adopted by our Service.

Different and distinct patterns of the Whitehead Torpedo, which may be fairly styled representative, are also to be seen, some of which are practically worked, as far as the engines and outside adjustments are concerned.

The stack of Torpedoes (Exhibit No. 5153) also contains the following:—

The 16-inch Fiume Torpedo, which was carried by such ships as the "Minotaur" and "Agincourt," and is one of the earliest types of Mr. Whitehead's invention.

The 14-inch Berlin Torpedo, the German copy of Mr. Whitehead's Mark I. Torpedo, with the exception that this one is made of Phosphor-bronze, a metal which has the advantage of not corroding in salt water, or oxidizing as is the case with steel or iron. The compound of this metal is kept secret.

The Mark I. 14-inch Woolwich Torpedo, the first attempt from our own arsenal, differing from the Fiume in the arrangement of the tail and

rudders. (Mr. Whitehead's secret is retained in all our Torpedoes, though worked out mechanically in a different way.)

The Mark VIII. 14-inch Woolwich Torpedo, the Torpedo of the day, as far as the 14-inch Torpedo is concerned. In this weapon is incorporated the improvements resulting from several years' labour and experiments made by the Arsenal Authorities assisted by our Naval Torpedo Schools. The outside is made of steel, as Phospor-bronze is too soft for the work. The internal mechanism is, however, made of the latter metal, which does not necessitate the continual parting for cleaning purposes, so important in the early patterns.

It may be of interest to note, that although the idea in the construction of a Torpedo, is, no doubt, that it will be used once and once only in war time, yet in our ships so much practice with these weapons is carried out by a certain proportion of the supply, that a Torpedo is frequently "run" for exercise 500 or more times successfully.

Methods of discharge.—Various methods are adopted for discharging Torpedoes, above and below water. The propulsion is generated either by the explosion of a small charge of gunpowder, or by a volume of compressed air acting on the whole shell of the Torpedo from the rear of the discharging tube.

Examples of what is termed "Dropping Gear" and a "Torpedo Tube" of recent date are exhibited.

The Outrigger Boat.—A model representing this boat fitted for service is shown with the mining exhibits. The success of an attack by an Outrigger boat depends mainly upon :

(*a*) The coolness and courage of the officer in command.

(*b*) Suitable conditions of weather and non-discovery of the boat until close to the vessel to be attacked.

(*c*) The explosion of the Torpedo at the proper moment.

Notwithstanding these difficulties in this particular form of attack, the Iron-clad ram "Albemarle" was destroyed by a Steam Launch fitted in this way. The "Housatonic" was in like manner destroyed, and other American war ships were seriously damaged by similar attacks. The object in attacking with this form of Torpedo is to approach the ship without being observed, and to explode the guncotton at the end of the pole in actual contact with the ship's side. The pole is of sufficient length to allow the charge to be exploded under water, and at such a distance from the attacking boat as to avoid the risk of any vital injury to her. During the Russo-Turkish war one vessel was sunk by the Outrigger Torpedo, and four unsuccessful attempts were made on Turkish ships ; and it is worthy of note that only one resulted in the loss of the attacking boat, and in neither of the other attempts were any lives lost. The value of the Outrigger as a weapon of attack should by no means be estimated by the number of ships destroyed, as the somewhat crude arrangements

formerly used have been considerably improved upon, and finally this mode of attack has compelled the adoption of such precautionary measures as seriously impede the movements of exposed ships. In the Turkish war it was found necessary to completely surround the ships with chains ; while in the Franco-German war, the presence of eight Outrigger Boats at the mouth of the Elbe compelled the French blockading squadron to weigh and proceed to sea every night.

The attack exercises of "**Creeping**" and "**Sweeping**" are here illustrated, and are, as a rule, precautionary measures:

The Countermine Launch.—Countermining is the completion of the process of attack, and means the explosion of a large number of heavily charged mine cases in the line of route to be taken by the ships of the squadron at the entrance of an enemy's harbour. The effect of these mines, simultaneously exploded, is to render useless the enemies' mines in the neighbourhood.

DEFENCE.

Mining is understood in our service to include all fixed explosions, whether of Gunpowder, Guncotton, Dynamite, or other explosives. It may be as well to here recall an instance of the power of a submarine explosion. In the case of the demolition of the steamer "Foyle," which ship was perfectly sound and strongly built (she was constructed of half-inch iron plates, rivetted and supported internally by angle irons at intervals of two feet throughout her entire length), an iron case, capable of containing 340 lbs. of powder, was loaded with 230 lbs. of Guncotton, in the form of compressed discs—a charge calculated as nearly equivalent to 1,000 lbs. of powder. It was fired under a head of water of 37 feet. The explosion was very different from that of powder, being much more sudden and violent ; the engines weighing 300 tons were shifted bodily out of their place, the boilers were also moved, and the ship's side stove in very nearly to the stern. A Guncotton hose, or a hose packed with dynamite, has been known to crack the side of a ship as a huge axe might cut her. Guncotton and Gunpowder charges are sometimes used alternately, as the former has the effect of shattering without displacement, while the latter possesses great displacing power, with less intense local action.

Sections and full size Naval mines are shown in this sub-division, with the attachment chains and gear appertaining to them.

Mines are used in the service, both for the purpose of explosion at will, or in the event of a ship striking them. In the first case, the mines are often fired in numbers up to twelve, in line, simultaneously, by an observer; in the second case, only the mine that is struck would explode.

All service mines are packed with guncotton when in a "wet," and therefore comparatively safe, condition, the firing arrangement being carried out by a detonator and priming charge of "dry" guncotton.

Several obsolete types of mines are also shown, notably one which was

intended to take effect on a British ship during the Crimean war. Many of this kind of infernal machine were used in the American Civil war, which war was quite the most important, as far as the use and abuse of the Torpedo is concerned, that has hitherto occurred. The large number of vessels destroyed by Torpedo during this war, and the important part played by the mines in the defence of southern ports, turned the attention of all maritime nations to their use; and the Torpedo has been a recognised weapon, used in one form or another in every war between civilised nations that has since taken place. It is remarkable that their moral effect has been so great that comparatively few ships have ventured within the scope of their action. Submarine mines were used by the Danes for the defence of the Sound in 1864; by the Austrians for the defence of the ports of the Adriatic in 1866; by the Paraguayans in the defence of the Paraguay, and the Parana, against the Brazilians; and in the Franco-German and Russo-Turkish wars of 1871—72 and 1877—78 respectively, both submarine mines and torpedoes were used by the victors, and with such good effect that the fleets of their opponents were rendered almost useless.

Tanks, illustrative of the method adopted in the Navy of using mines, are shown, and make a very interesting feature. The models are made to convenient scales, which, although they must not be taken collectively as relative and proportionial throughout, are so arranged that the several methods illustrated are represented by model work of the most convenient size.

The countermining tank is arranged for a line of mines such as are laid out practically; and in order to bring the method of laying out before the public, floating models of the boats required, to a smaller scale, are shown on the surface of the water.

The mining tank represents a mine field simply laid with "observation," "electro contact," and "mechanical" mines in their proper positions, and the bow of an ironclad will bring the idea of the passage into harbour clear to the uninitiated in torpedo work.

The "Attack and Defence" tank, as its name implies, is illustrative of the different means and arrangements for attack and defence.

The full rigged out defence model is a well designed piece of work, and the attacking boats are each very carefully made to scale, the whole forming a picture that clearly conveys the idea of torpedo warfare.

Many amusing Electrical exhibits are on view in this Sub Division which are either composed of mechanical toys with electricity as the motive power, or are the adoption of electrical apparatus familiar in the Torpedo Schools, set up in such a way as to form a compromise between instruction and amusement.

5146 **Messrs. Grenfell & Accles, Limited,** *Perry Barr, Birmingham, and 7, Great St. Helen's, London, E.C.*

Accles' Machine Gun (10 barrels, 4·2 in. calibre), mounted on field carriage.

Accles' Machine Gun (10 barrels, 4·2 in. calibre), mounted on naval landing carriage.

Small Police Gatling Gun, mounted on tricycle.

Accles' Machine Gun (6 barrels), on wheelbarrow mounting.

Case of Assorted Ammunition for quick-firing guns and small arms. Fuzes, cartridges and projectiles.

Two-and-a-half-ton Yaryan Marine Evaporator. Fifteen-ton Yaryan Marine Evaporator.

Machine for bending piping for marine and hydraulic gun mounting work.

Case of pistols.

Model gun, showing application of Grenfell's Electric night sights and Grenfell's day sights.

Drawing showing application of Grenfell's curved bar sighting system to turret mountings.

5147 **The Morris Tube, Ammunition, and Safety Range Company, Limited,** 11, *Haymarket, London, S.W.*

Morris' ·230 Aiming Tubes for ·303 Magazine and other Service Rifles and Carbines.

Morris' 1-in, ·450 and ·230 Aiming Apparatus for B. L. Naval Guns. M. L. and Q. F. Guns.

Morris' Electric Firing Apparatus for B. L. and M. L. Guns.

Morris' Apparatus for 1-in. and other Machine Guns.

5148 **Nobel's Explosives Company, Limited,** 149, *West George Street, Glasgow.*

Dummy models of explosives, such as Ballistite (Nobel's Smokeless Powder), Dynamite (Red and Black), Blasting Gelatine, Gelatine Dynamite, Gelignite; also, Detonators, Electric Detonator Fuzes, and Common Fuzes. Materials used in the manufacture (real or imitation, according to nature); Metal Blocks and Plates showing effect of explosives; Water Cartridges (Settle's Patent), and Coal Block with Water Cartridge in position; Battery for Electric Detonators; Electric Magazine lamp; Magazine appliances; Packing Cases and Packets showing method of packing explosives; Instructions and Cautions; Medals and Photographs; Model of Zalinski Dynamite Gun.

5149 **The Chilworth Gunpowder Co., Limited,** 55, *Charing Cross, S.W. Mills—Chilworth, Surrey, and Fernilee, Derbyshire.*

Raw Materials for manufacture of Gunpowder.

Gunpowder in various stages of manufacture.

Samples of Blasting, Sporting, and Military Powder.

Prismatic Powder for Heavy Guns.

Smokeless Powder for Artillery and Military Rifles.

Methods of Packing Powder for transport, &c.

Cartridges for 110-Ton and other Guns, &c., &c.

5150 **The Projectile Co., Limited,** 54, *Old Broad Street, E.C.*

Common, Shrapnel, Quick-firing, and Armour-piercing Shell made by the Company, together with forgings and other component parts thereof in various stages of manufacture.

5151 **Belliss & Co.,** *Ledsam Street Works, Birmingham.*

Triple Air Compressor. One of a set of three Air Compressors to be supplied to H.M.S. "Royal Oak." This Compressor has been tested by running three hours against the full load of 1,800 lbs. air pressure, and supplies 10 cubic feet of air at this pressure in 19 minutes. The air from the compressor is passed into 6 tubular reservoirs, each having a capacity of 10 cubic feet, from which it is distributed by pipes to charging columns fixed at positions convenient to the torpedo firing stations.

One of three sets of Dynamo Machinery to be fitted to H.M.S. "Crescent." The engines are of Messrs. Belliss' patent single valve open type, with ball governor, and they drive a direct current self-regulating dynamo supplied by Messrs. Latimer, Clark, Muirhead & Co., capable of sustaining a current of 400 ampères, with an energy of 80 volts at the machine terminals when the engines are run at about 320 revolutions per minute.

One set of Dynamo Machinery of the same power as above, but consisting of a new pattern Dynamo made by Messrs. Siemens Bros. & Co., and driven by an open engine with valve gear worked off the connecting rod, similar to the machinery supplied for the electric lighting of H.M.S. "Royal Oak."

48″ Centrifugal Pumps. Two sets of pumps similar to this are fitted to each of the new battle ships. They supply the necessary circulating water for the full power, 13,000 I.H.P., and are also capable of pumping 1,100 tons per hour from the bilge in an emergency.

NOTE.—In addition to the above Exhibit by Messrs. Belliss & Co., one of their Double Air Compressors will be at work daily in the Armstrong Gallery, between 11.0 *and* 1.0 *o'clock, to supply all the Compressed Air used in the Exhibition.*

5152 **Latimer Clark, Muirhead, & Co., Limited,** 23, *Regency Street, Westminster.*

"Westminster" Dynamo, Admiralty Pattern. Output 320 Revolutions, 80 volts, 400 ampères.

"Westminster" Dynamo, Commercial Pattern. Output 320 Revolutions, 80 volts, 400 ampères.

Farquharson and Lane's Patent Electrical Speed Indicators, specially designed for use on board ship, for indicating the number of Revolutions per minute at which an Engine is running.

Commander Lloyd's Patent Ship's Telegraphs for use on board ship for communicating from Bridge to Engine Room and Helmsman.

Searchlights.—Beams of light from Searchlight Projectors of the Admiralty Pattern will be thrown over the Grounds at various points after dusk. (*All the above can be seen in motion.*)

5153 **A stack of Torpedoes consisting of :—**

One 16-in. Fiumé Torpedo—speed, 9 knots ; charge, 117 lbs. gun cotton.

One 14-in. Berlin Torpedo—speed, 23·5 knots ; charge, 31 lbs. gun cotton.

One 14-in. (Mark I.) Woolwich Torpedo—speed, 18 knots ; charge, 32 lbs. gun cotton.

One 14-in. (Mark VIII.) Woolwich Torpedo—speed, 26 knots ; charge, 65 lbs. gun cotton.

5153—*continued.*
One 18-in. Fiumé Torpedo—speed, 28 knots; charge, 201 lbs. gun cotton.
One 14-in. (Mark IV.) Fiumé Torpedo—speed, 23 knots; charge, 58 lbs. gun cotton.
Complete with Manipulating Gear, Tools, &c.
Lent by the Lords Commissioners of the Admiralty.

5154 **Stove's Patent Diving Apparatus & Submarine Engineering Company, Limited.** 5, *Mansion House Chambers*, 11, *Queen Victoria Street, E.C.*
Stove's Patent Diving Helmets and Dresses.
Improved Air Pumps, Boots, Weights, Tubes, Submarine Electric Lamps, &c., &c.

5155 **Messrs. Siebe, Gorman & Co.**, 187, *Westminster Bridge Road, Lambeth, S.E.*
Diving Apparatus, "Royal Navy" pattern.
Submarine Electric Lamps, Batteries, Charges, and various Appliances used in Submarine operations.
Collection of Submarine Relics (of great value).
Patent Air-Pump for two Divers. Small Portable Diving Apparatus for Boat Service.
Patent Speaking Apparatus, also the Telephone Arrangement, to enable the Diver to converse with his Attendant.

5156 **Campbell & Schultz,** *Botolph House, Eastcheap, London, E.C.*
Spherical and Egg Shaped Patent Steel Buoys, used for Submarine Mining Operations for marking positions for mooring and other purposes.
Spherical Submarine Mine of ordinary pattern.

5157 **W. H. Allen & Co.,** *York Street Works, Lambeth, S.E.*
Dynamo, as used in the Royal Navy, capable of giving off 400 amperés, 80 volts at 320 revolutions a minute with 100 lbs. steam pressure, using only 33·7 lbs. of water per electrical h.p., intended for use in H.M. Ships "Barfleur" and "Centurion."
Fans and Engines, intended for forced draught on board H.M.S. "Gibraltar."
Motor and Fan, intended for forced draught in electrical installation.
Direct-acting Ordinary Engine for Dynamo for search light or for small installation on board ship.

5158 **Outrigger Torpedo.** Charge, 34 lbs. of gun cotton.
This charge is fired in contact with the side of a ship, the boat endeavouring to approach unobserved.

5159 **Launch Rigged for Countermining.**
This boat carries 12 mines, of 500 lbs. gun cotton each, to be laid out rapidly and fired simultaneously.
Lent by the Lords Commissioners of the Admiralty.

5160 **Whitehead Surface Torpedo.** *Lent by Mr. Whitehead.*

5161 **The Results of Torpedo Practice.** Wires destroyed, etc.
To illustrate the destructive power of small charges of Gun Cotton.

5162 **Models in a Tank,** to illustrate the methods of attack and defence.

5163 **A Launch,** rigged for Countermining, on a small scale, with towing boat.

Models showing a line of countermines when laid out.

5164 **A Model** in a tank, to show the benefit of a lightning conductor at sea.

5165 **Tank** exhibiting models of Mines as they are laid out. This is intended to include the method of laying Mines with different firing arrangements in relative positions to each other when arranged for the defence of a harbour. *Lent by the Lords Commissioners of the Admiralty.*

5166 **Siebe, Gorman & Co.,** 187, *Westminster Bridge Road, London, S.E.*

Diving Tank with Glass Panels, in which the Divers will work twice daily. Also a Diver working with the Oxygen Dress without the aid of the Air-Pump. The Submarine Electric Light will also be used.

NOTE.—Visitors will be permitted to descend in the Tank upon payment of a Fee of £2 2s., which will be given to the general Fund of the Exhibition.

5167 **Several Models and Electrical Toys.**

These Models and Toys are worked by a small battery of accumulator cells, exhibited by Messrs. Drake and Gorham. (See No. 5169.)
Lent by different makers, and by the Torpedo Schools.

5168 **Torpedo Discharging Apparatus** (Mark VII. B).
Lent by the Lords Commissioners of the Admiralty.

5169 **Messrs. Drake & Gorham,** 2, *Prince's Mansions, S.W.*

Electric Storage Batteries, improved D.P. pattern, in glass boxes. These cells are made on the Planté principle, the peroxide of spongy lead being produced by electric formation from the lead itself. The formation process is extremely rapid and inexpensive as compared with the reversal process of Planté.

5170 **Mining Apparatus** for Torpedo work. Specimens of the principal mines, tools, and gear appertaining thereto.
Lent by the Lords Commissioners of the Admiralty.

5171 **The General Electric Power and Traction Company, Limited,** 35, *New Broad Street, E.C.*

Combined Engine and Dynamo, with Electric Lamps for use on board ship.

High Speed Propellers for Electric Launches.

"Immesch" Electric Motors for use in Launches.

Launch Switches for running full and half speed, ahead and astern.

5172 **A Whitehead Torpedo** taken to pieces, and every detail shown except the "secret" chamber.

5173 **Tools** for Whitehead manipulation.
Lent by the Lords Commissioners of the Admiralty.

5174 **Lieut. E. F. A. Gaunt, R.N.,** *H.M.S. "Belleisle."*
A Mechanical Time Fuze dependent upon the rotary motion of the Projectile.

5175 **W. E. Corrigall,** 27, *Sterndale Road, West Kensington Park, London, W.*
Improved Gun Mounting.

5176 **The Cotton Powder Company, Limited,** 116, *Queen Victoria Street, London, E.C.*
Patent Socket Signals for Signalling and Distress Purposes. Ship's Day and Night Signals. Royal National Life-Boat Signals. Torpedoes, Electric Fuzes, Electric Batteries, and all appliances for Submarine Mining, Blasting, and Destroying Wrecks, &c.

5177 **G. Kynoch & Co., Limited,** *Lion Works, Witton, Birmingham.*
Military and Sporting Ammunition and other appliances for use with Rifle and Revolver, Fog Signals, &c.

5178 **C. E. Kelway,** 71, *Shardeloes Road, New Cross, London, S.E.*
Kelway's Non-penetrative Naval Projectile for explosion below the water line against the unarmoured portion of a ship.
Kelway's Electric Shell Fuze. Brought into operation by the conductivity of salt water on touching the same.
Kelway's Electric Log and Naval Range-finder for recording the distance run, &c.
Kelway's Yelemeter and Position-Finder for the mechanical solution of problems in plane trigonometry.
Kelway's Range-Finding Watch for measuring the time interval between the flash and report of a gun, and its distance from the observer.
Kelway's Improved Cannon (Model of).
Kelway's Storage Battery.
Kelway's Combined Dynamo and Electro-motor.
Kelway's Combined Sounder and Fire-Alarm for giving indication of the presence of fire, or of ingress of salt water into a ship's compartments.
Kelway's Improved Ship (Model of).
Kelway's System of Applying Power to Ships (shown in the above Model).
Kelway's Combined Sea Anchor and Oil Distributor or Wave Subduer.
Kelway's Electric Marine-Engine Governor.
Mills's Non-explosive Copper Boiler.

5179 **Curtis & Harvey,** 74, *Lombard Street, London, E.C.*
Naval and Military Gunpowders and their ingredients.

5180 **Pigou, Wilks, & Laurence, Limited,** *London and Dartford.*
Dummy samples of various Naval, Military, and other Gunpowders.

5181 **Planet Electrical Engineering Company, Limited,** 4, *Victoria Mansions, Westminster.*
"Planet" Arc Lamp, and "Planet" Marine Automatic Search Lamp (Shepard's Patent), taking 75 to 100 amp., the carbons fed by an electric motor.

5182 **The India-Rubber, Gutta Percha, & Telegraph Works Co., Limited,** *Silvertown, Essex.*

Case containing samples of Electric Armoured Cables for use with Submarine Mines.

Unarmoured Insulated Cables for Telegraph, Gun, and Torpedo Circuits.

Lead Covered Electric Light Cables as used on board H.M. War Ships.

5183 **Models in Glass Tank** illustrating the principle of laying down a mine field.

5184 **A Model Mine** which is exploded when "bumped" by the model ironclad.

This exhibit is manipulated, and readily assists an observer to form an idea of the method known as "Electro Contact" Mining.

Lent by the Lords Commissioners of the Admiralty.

5185 **L. Bristol,** 138, *Loughborough Park, London, S.W.*

Portable Electric Safety Lamps and Batteries.

5186 **A Launch** (Model) fitted to lay out Electro Mechanical Mines.

These mines are carried differently to the ordinary method, inasmuch as the internal fittings and gearing are different, the idea being that when each individual mine is dropped, it is complete in itself as a "trap" for the luckless ship coming into contact with it.

5187 **Mining Gear** which has been destroyed by attack exercises, shewing the effect of a small charge of gun cotton.

5188 **A Chronograph** in working order and used to indicate "Personal Error."

An amusing electrical toy recording the interval of time which elapses between the receipt by an individual of an intimation by means of the eye, and the actual carrying out of an action, intended to be instantaneous, with the hand, such as in pressing an electrical key or firing a gun, etc.

It is worthy of note that many of the best shots find the hints gleaned from this "toy" of great use to them.

5189 **A Model** showing a boat rigged for laying out Electro Contact Mines

These mines carry about 80 lbs. of gun cotton and are fired on a ship coming into contact with them. They are generally laid out in groups.

Lent by the Lords Commissioners of the Admiralty.

5190 **An Electrical Money Box.** A money collecting toy, the proceeds from which are in aid of the Charities in connection with the Exhibition.

Lent by Torpedo Schools.

5191 **Sadler & Co.,** *Three Oak Lane, Horsleydown, S.E.*

A Diver fully equipped. A Set of 3-throw Air Pumps (for deep water). A Set of Single-throw Double-action Air Pumps (for shallow water). A Diver's Helmet, shewing the Exhibitors' method of attaching Dress to Helmet; and other Diving Appurtenances.

5193 **Details in connection with the Electric Light on board ship,** *i.e.*, the instruments used and electrical arrangements for Search and Incandescent Lighting, apart from the actual dynamo and projector, which may be seen elsewhere.

5194 **Naval Service Batteries.** These are electrical batteries used in the Service for mining purposes. The action and principles of testing, etc., are shown. *Lent by the Lords Commissioners of the Admiralty.*

5195 **A small bath,** showing the system of Electro-plating.
Lent by the Torpedo Schools.

5196 **Mining details.** Resistance coils, test coils, and other instruments used in connection with batteries and mines.
Lent by the Lords Commissioners of the Admiralty.

5197 **Greenwood & Batley, Limited,** *Albion Works, Leeds.*
14-in. (Mark VII.*) Woolwich Torpedo—speed, 26 knots; charge, 65 lbs. gun cotton.
14 in. Bronze Torpedo, Greenwood & Batley Pattern.
Machine Tools, Samples of Ammunition in various stages of manufacture.

5198 **Telegraphic and other Naval Service Electrical Instruments.** Many instruments other than these, used in our battle-ships, are shown in connection with the other exhibits.
Lent by the Lords Commissioners of the Admiralty.

5199 **The Original Whitehead Torpedo.** *Lent by Mr. Whitehead.*

5200 **Clarke Chapman & Co.,** *Victoria Works, Gateshead-on-Tyne.*
Slow speed direct driven Dynamo and Engine for 150 16-candle power lamps at 65 volts, running at 250 revolutions per minute.
Admiralty Projector, complete, on stand.
Turbo-Electric Generator for 20 16-candle power lamps at 65 volts.
Switch Boards for one, two, and three circuits respectively.
Sunbeam Incandescent Cargo Lamp of 300-candle power. Sundry Lamps, Electric Light Fittings, &c.

5201 **Ronald A. Scott, M. Inst. E.E., M.R.I., &c.,** *Acton Hill, London, W.*
Dynamos, Motors, Search Light Projectors, and General Electrical Appliances.
Search-light on the top of the Grand Stand. This light has an intensity of about 27,000 candle power, and the peculiarity of the bolt of light thrown is its perfect parallelism and pure whiteness of character.
The mirror by which this result is obtained is the invention of the Exhibitor. The mirror used with this light is of 24 in. diameter.

5202 **Hadfield's Steel Foundry Company, Limited,** *Hecla Works, Sheffield.*
Cast Steel Common Shell from 4 in. to 12 in. diameter.
Armour Piercing Projectiles from 3 in. to 13·5 in. diameter.
A Group of Armour Piercing Projectiles 6 in. diameter, each of which has been fired at a Compound Armour Plate 9 in. thick, which they have penetrated, also passing through several feet of Oak used as backing behind the Armour Plate.

5202—*continued.*

Compound Armour Plate, 9 in. thick, penetrated by one of the 6 in. Armour Piercing Projectiles exhibited.

Drawings and Photographs of Shot and Shell.

Samples of Steel used in the manufacture of Shot and Shell, and test bars of same, showing results of mechanical tests.

5203 **Major P. T. Godsal,** *Eton.*

Military Rifle, with "Godsal" Rifle Action.

END OF ORDNANCE SECTION.

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November, 1890.—**Cadetships, R.N.** virtually **cent. per cent.** passed; also in November, 1889, **cent. per cent.** passed. November, 1890, **Assistant Clerks, R.N., cent. per cent.** passed taking **First** and **Eighth places.** December, 1890, **Army Preliminary, cent. per cent.** passed. Recent successes include Woolwich Further, Royal Marine Artillery, &c.

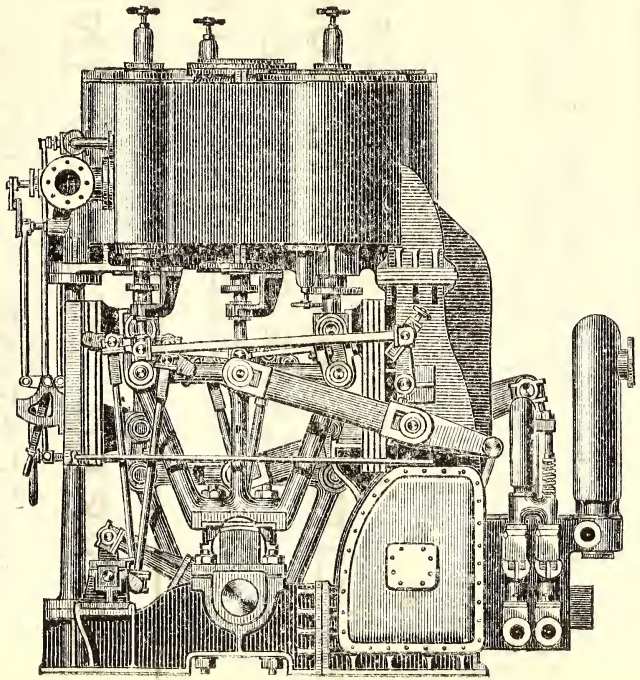
Address—Rev. E. A. AMYATH BURNEY, M.A., and Rev. F. G. JOHNSON, M.A.

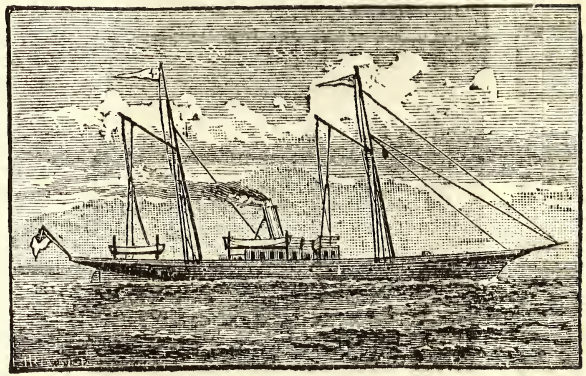
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PAISLEY, NEAR GLASGOW.





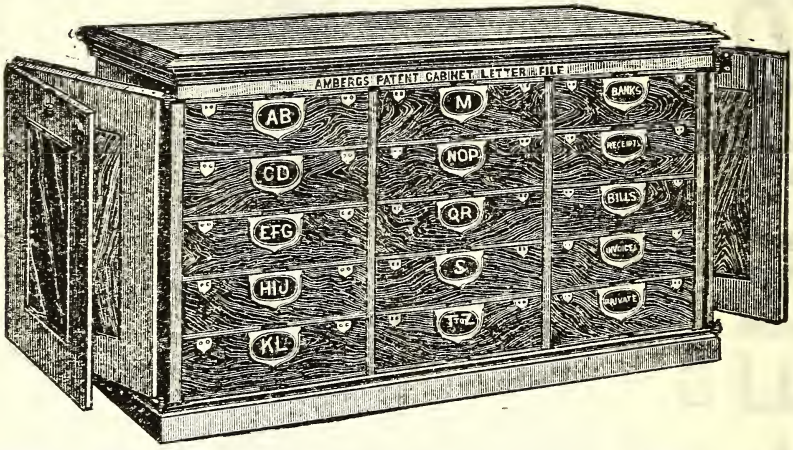
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MODELS SECTION.

SUB-DIVISION—MATERIALS USED IN SHIP AND ENGINE CONSTRUCTION AND ARMOUR PLATES.

5221 **T. & W. Ide,** *Glasshouse Fields, Ratcliff.*
Lenses, Dioptric and Plain; Anchor, Electric Light, and other Globes; Lamp Chimnies and Glasses; Illuminators and Glass for Cabin and Lighthouse purposes.

5222 **Davis & Timmins, Limited,** 24, *Charles Street, Hatton Garden, London, E.C.*
Metal Screws, Terminals, Connections, Electrical Fittings, and turned parts for Torpedo, Electric Light, and Engineers. Cut from straight bright drawn solid metal rods.
British Association Standard Screw Gauges and Tools.

5223 **G. J. Thompson,** 23, *Brunswick Street, Poplar, E.*
Portable G. M. Fire Engines, with Suction and Delivery Hoses, Unions, Branch Pipes, &c.
Side and Masthead Lights, Cabin and Saloon Lamps, and other articles used in ship and engine construction.

5224 **Ridley & Co.,** *Swalwell Steel Works, Newcastle-on-Tyne.*
Steel Castings for Marine, Ordnance, Hydraulic, and other purposes. Finished Smith Work, Tool and Mining Steel. Fractures of Steel, results of Test, &c.

5225 **The Caledonian Tube Company,** *Coatbridge, near Glasgow.*
Steel Boiler and Stay Tubes, also Compressor Tubes for the propulsion of Torpedoes, with the tests applied to same during process of manufacture.

5226 **Thomas Noakes & Sons,** 35 & 37, *Brick Lane, Whitechapel, E.*
Gun Metal, Phosphor Bronze, and Cast Iron Engine and Boiler Fittings for High Pressure Marine and Locomotive Engines and Boilers.

5227 **James Walker & Co.,** 4, *America Square, Minories, London, E.C.*
Patent "Lion" Metallic Packing and Jointing for High Pressure Steam and Marine Engine Glands, &c.

5228 **J. Stone & Co.,** *Deptford, London. S.E.*
Patent "Navy" Pumps, Portable Fire Engines and Deck and Lift Pumps.
Patent Side Scuttles, Deck and Cabin Ventilators, and other fittings. McKirdy's Patent Port-hole Lights.
Patent Cabinet and Metallic Fold-up Lavatories. Patent "Navy" and "Floating Palace" Water Closets, &c.
Reply and Mechanical Engine-room Telegraphs, Steering Gear, &c.
Electric Search Light Projectors (Admiralty pattern).
Stone's Patent Bronze Propellers, and other Castings. "Navy" White Bronze for Lining-up Bearings. Fittings for Torpedo Boats, Life Boats. &c.

5229 **John Hind, Junr.,** 8, *Ulster Chambers, Belfast.*
Rowan's Patent Piston-rings and Springs as applied to Solid Block Pistons in Locomotive, Land, and Marine Engines.

5230 **Baxter Brothers & Co.,** *Dens Works, Dundee.*
Sailcloth, Duck, Twines, Coal Sackings, Tarpaulins, and Linen and Hemp Goods used in the Royal Navy.

5231 **T. Westhorp & Co.,** 67, *West India Dock Road, E.*
Oakum, Machine-Picked and Machine-Spun, manufactured from specially selected Government Rope.

5232 **John Unite,** 291 & 293, *Edgware Road, London, W.*
Canvas, Cordage, Tarpaulins, Life Buoys, and Flags. Wool Tilting Lining as supplied for Arctic Exploration.

5233 **Francis Webster & Sons,** *Alma Works, Arbroath.*
Specimens of Admiralty Sail Cloth, "Standard" Canvas, Ship Tarpaulings, Sailmakers' Twine.

5234 **Wm. Cooke & Co., Limited,** *Tinsley Steel, Iron & Wire Works, Sheffield.*
Steel Wire Hawsers, Cables, and Rope. Standing and Running Rigging. Gun Wire, &c.

5235 **John Shaw,** *Yorkshire Wire Rope & Fencing Works, Sheffield.*
Patent Steel-Wire Hawsers, Cables, and Ropes. Copper Rope and Cords, Lightning Conductors, &c. Hawser Reels, Thimbles, and Patent Slip and Releasing Hooks.

5236 **Richards & Co.,** *Broadford Works, Aberdeen, N.B.*
Linen and Jute Yarns; Seaming and Roping Twines; Sail Canvas; Bleached Sail Canvas; Tan Canvas; Seamen's Bag Canvas; Tent Canvas; Staying Canvas; Navy Duck; Osnaburg; Bed Sheeting; Palliasses; Bed Cases; Pillow Cases; Arm Chair Covers; Haversacks (Black and White); Sea Kit-Bags; Ammunition Bags; Flax Sheeting; Hose Pipe for Fire Brigades and Deck Washing; Table Cloths; Dice Tabling; Towels; Towelling; Huckaback; Tarpaulins and Hessen.

5237 **William L. Boase & Co.,** *Flax, Hemp, and Jute Spinners and Manufacturers, Dundee and London.*
Specimens of Sail Canvas, Hammock Cloth, Coal Sack Cloth, Tent Duck, Canvas for Awnings, Sheetings, Wagon Cover Canvas, Flax Seaming Twines, Hemp Twines, &c.

5238 **W. E. Corrigall,** 27, *Sterndale Road, West Kensington Park, London, W.*
Corrugated Boiler Tubes.

5239 **The Whitecross Co., Limited,** *Warrington.*
Wire, Iron, and Steel Ropes for Ships' Rigging, Hawsers, and other purposes.

5240 **Brooks & Hawkes,** 75, *Hurst Street, Birmingham.*
Ship and Boat Fittings, in Brass, Electro, and Nickel Plate. Shipping Tackle; Block Bushes; Ships' Bolts, Nails, and Rivets in Metal and Galvanised Iron.

5241 **Sir Joseph Whitworth & Co., Limited,** *Openshaw, Manchester; and 2. Victoria Mansions, Victoria Street, S.W.*

(i.) Hollow Propeller Shaft, 55 ft. long. Diameter outside 18¼ ins. Diameter of hole 10 ins.

(ii.) 3 Throw Crank Shaft for H.M.S. "Jumna." Diameter of shaft 17 ins. Stroke 4 ft. Weight 15 tons.

(iii.) Model (full size) of one Crank for ss. "City of Rome." Diameter of shaft 25 ins. Diameter of crank pin 26 ins. Stroke 6 ft. Weight 21 tons.

(iv.) Forging for Trunnion Hoop of 13·5-in B.L. 68-ton Gun. Diameter of body 54½ ins. Length 7 ft. Width across arms 8 ft. Weight 18 tons.

(v.) Forging of two I. D Hoops for 68-ton 13·5 B.L. Gun, made in one piece. Length 23 ft. Diameter outside, max. 53 ins. Diameter of hole 36 ins. Weight 34 tons.

(vi.) 12-inch B.L. Howitzer put together without shrinkage, the tube has been withdrawn after firing 40 rounds with pressures exceeding 29 tons per square inch.

(vii.) 6-in. Centre Pivot Carriage, Naval, with 6-in. 5-ton B.L. Gun.

(viii.) Plug and Ring of Steel. The ring has been shrunk on the plug and the plug then forced out by a hydraulic pressure of 3,200 tons.

(ix.) Weldless Steel Boiler Shell. Diameter 12 ft. Length 5 ft. Thickness ·75 or ¾ in.

(x.) Air Vessel for containing the Air used for propelling the Whitehead Torpedo.

(xi.) 18-inch Wrought iron plate made by Messrs J. Brown & Co., and Whitworth Steel 9-inch Projectile after penetrating the plate.

(xii.) Steel Casting Cradle of 12-pr. Gun Carriage.

(xiii.) Powder Magazine of Corrugated Brass for Naval Service.

(xiv.) 6-inch Armour Piercing Shell after passing through a 9-inch compound plate and 36 inches of oak backing.

(xv.) 70-pr. Shot fired in 1858 from the "Stork" Gunboat, after penetrating a 4-inch iron plate on the "Alfred."

(xvi.) Models of Centre Pivot and Forward Pivot, Naval Carriages. Howitzer Carriage and Disappearing Carriage.

(xvii.) Cases of Standard Gauges and Surface Plates.

(xviii.) Cases of Hand Screwing Apparatus.

(xix.) Whitworth Measuring Machine to measure to $\frac{1}{100000}$th of an inch.

(xx.) 10-inch Steel Common Shell.

(xxi.) 1 Pair of Whitworth Shot Tubes for Gun Barrels.

5242 **The Credenda Seamless Steel Tube Co., Limited,** *Smethwick, Birmingham.*

Specimens of the Credenda Patent Seamless Steel Tube, Cold Drawn.

5243 **Leeds Forge Company, Limited,** *Leeds.*

Fox's Corrugated Furnaces fitted to a flanged Steel Marine Boiler Front Plate of the pattern made by the Leeds Forge Company, Limited, for H.M. Ships "Hercules" and "Rupert:" the Furnaces flanged at Combustion Chamber end for separate Fireboxes.

Flanged Combustion Chamber Plates, front and back; hydraulic pressed at one heat. Made for the boilers of H.M. Ships "Daphne" and "Nymph," engined by the Greenock Foundry Co., Greenock.

New section Corrugated Furnace, with wide pitched corrugations.

Fox's Corrugated Boiler Furnace of type supplied for vessels of H.M. Ships "Barfleur" and "Centurion" classes.

Fox's Corrugated Furnace with extended combustion chamber bottom. —H.M.S. "Royal Oak" pattern.

Weldless Steel Manhole Frames, made from solid steel plate.

5244 **David Colville & Sons,** *Dalzell Steel & Iron Works, Motherwell, Scotland.*

Rolled Steel Plates and Bars, with cold bent samples of the same; also raw materials used in its manufacture.

Photographs of some of the Departments of the Works.

5245 **Charles Cammell & Co., Limited,** *Cyclops Steel and Iron Works, Sheffield.*

Armour Plates, Tested and Untested and Armour Plate Fastenings.

Marine Forgings, Ordnance Forgings, Shells, Projectiles, &c.

5246 **The Steel Company of Scotland, Limited,** 23, *Royal Exchange Square, Glasgow.*

A Trophy, consisting of specimens of Boiler, Ship and Bridge Plates; Angles, Tees, Beams, and other Sections; Rails for Permanent Way and Tramways; Steel Castings and Forgings; Forged Couplings for shafting; Stamped Links and Pins for large Pitch Chains; Bars; Flanged, Stamped, and Welded Boiler Plates; Welded Steel Tubes; Eye Bar Blanks for Suspension Bridges; Girder Boom Plates, with varying thickness; Raw Material used in Steel Making; Samples, Test Pieces, and collapsed Boiler Flue, showing ductility and strength of Siemens' Steel.

Special collection of Plates.

Samples, Test Pieces, &c., of Nickel Steel.

Wright's Patent Improved Self-Canting Martin's Anchor, &c.

5247 **Matthew Keenan,** *Armagh Works, Tredegar Road, Bow, E.*

Patent Non-conducting Vegetable Pulp for covering Steam Boilers, Pipes, and Marine Engines.

5248 **The Delta Metal Company, Limited,** 110, *Cannon Street, London, E.C.*

A collection of various articles, showing the application of "Delta" Alloys for Marine, Engineering, and other work.

Légé Torpedo constructed entirely of Delta Metal.

5249 **W. S. Laycock,** *Victoria Street Works, Sheffield.*

Patent Balance Blind Roller for Ships' Cabins and Saloons.

Patent Torpedo Ventilator for ditto.

5250 **John Brown & Co., Limited,** *Atlas Steel and Iron Works, Sheffield.*

Portion of the Armour of a Battle Ship's Barbette (full size).

Section through side of the "Warrior," the earliest Ironclad (full size).

Section through side of the "Resolution," now under construction (full size).

Marine Crank Shaft.

Wood Model of Complete Barbette Armour.

Specimen of Armour after Firing Test.

Armour Bolts, Cups, and Washers. Purve's Patent Ribbed Boiler Flue. Serve's Patent Ribbed Tubes for Multitubular Boilers. Flanged Boiler Front. Steel Propeller Blade. Model of Van Ollefen's Patent Water-tight Compartment Door.

5251 **J. O. Day & Co.,** *Church Row, Limehouse, London.*

Sample Plates, showing application, &c., of Day's Patent Enamel-Cements as a substitute for Portland and other Cements for the Bilges, &c., of Vessels.

Day's Patent Metallic Composition Paints for the prevention of Fouling on Ships' Bottoms, &c. Day's Anti-Corrosive and Enamel Paints, Varnishes, &c.

5252 **William Alfred Hurst,** 123, *Boyson Road, Camberwell, S.E.*
Metallic Paints for General Decorative Purposes.

5253 **The Economic Chemical Company,** *Grimsby.*
Anti-Corrosive and Anti-Fouling Compositions. Anti-Rust for Inside Plates, &c. "Scale Cure" Boiler Composition. Economic Disinfectant.
An iron plate, coated with anti-fouling composition, which has been submerged for several months.

5254 **The Patent Lead & Zinc White Co.,** *Chatham Street, Grosvenor Street, Camberwell, S.E.*
Large Half-Model of Boat painted with Patent Non-Poisonous White Lead.
Model of Part Underside of Deck with Cabin Doors, &c., painted with Patent Condensed Zinc White.

5255 **Holzapfels Compositions Company, Limited,** 57, *Fenchurch Street.*
Models of Ships coated with Anti-Corrosive and Anti-Fouling Compositions. Samples of Anti-Corrosive Compositions. Specimens of Fouling Matter. Showcards relating to Anti-Fouling Compositions.

5256 **Light Asphaltic Cement Syndicate, Limited,** 158, *Leadenhall Street, London, E.C.*
Section of Vessel showing Cement in position. Raw materials and finished specimens of cement.

5257 **Suter Hartmann & Rathjen's Composition Co., Limited,** 18, *Billiter Street, London, E.C.*
Hartmann & Rathjen's Anti-Corrosive and Anti-Fouling Compositions for Ships' Bottoms.

5258 **Sim's Ships' Compositions Company, Limited,** 12A, *Pratt Street, Lambeth, S.E.*
Iron Drums, containing Protective and Anti-Fouling Composition for Ships' Bottoms. Iron Drums, containing Enamel Paints for Interiors and Exteriors. Wood, Iron, and Steel Painted or Coated with above Compositions and Paints.

5259 **Jesty & Co.,** *Gosport.*
Patent Anti-Fouling Composition for the Prevention of the Growth of Weeds, &c., on Ships' Bottoms.

5260 **Steven & Struthers,** *Glasgow.*
Model of Bronze Sternposts as supplied for H.M. Ships "Pique," "Rainbow," "Retribution," "Indefatigable," "Intrepid," and "Iphigenia."
Steam Fog Signalling Apparatus for Lighthouses, &c.; also combinations of Syrens and Organ Pipe Whistles for signalling on Steamers.
Photographs.

5261 **Alexander Dick,** 110, *Cannon Street, London, E.C.*
Delta Metal Solid and Compound Propeller Blades.

5262 **G. & J. Weir,** *Holm Foundry, Cathcart, near Glasgow.*
Weir's Patent Evaporator. Feed Water Heater. Feed Pumps. Automatic Control Gear for Feed Pumps. Combination Feed Check Valves. Feed Pump Valves. Steam Admission Valve for Evaporator. Safety Valve. Hydrokineter.

5263 Engelbert & Co., 44—47, *Bishopsgate Without, London, E.C.*
High-class Anti-Corrosive Lubricating Oils, for Marine Engines and Electric Light Installations.

5264 Woodite Company, Limited, *Delahay Street, Westminster, S.W. Woodite Works—Mitcham Common, Surrey.*
Double Life Boat. Single Life or Scout Boat. Mechanically Propelled Life Boat. (In glass cases.)
Model of Ship Protected with Woodite. Model of Landing Stage Protected with Woodite.
Woodite Target and Blocks after 6 rounds from Nordenfelt 6-pounder. Specimens of Woodite Buoyant. Sponge Cable; Anti-Torpedo Cable; Diving Dresses; Collapsible Boat; and various articles made from Woodite and Whaleite.

5265 Wm. Beardmore & Co., *Parkhead Forge Rolling Mills & Steel Works, Glasgow.*
(i.) Steel Crank Shaft for H.M.S. "Crescent." $15\frac{3}{4}$ in. diameter, with 8 in. diameter hole through centre. Engines by Jno. Penn & Sons, Limited, Greenwich.
(ii.) Steel Crank Shaft for the "George the Victorious," of the Imperial Russian Navy. $17\frac{1}{2}$ in. diameter, with $8\frac{1}{2}$ in. diameter hole through centre. Engines by Maudslay, Sons & Field, Limited, Lambeth.
(iii.) Steel Connecting Rod, as taken from engines after accident, showing severe strain undergone.

Bend in a length of 9 ft. 10 in. -	$24\frac{7}{8}$ in.
Twist - - - - - - -	4·2° in.

(iv.) Steel Armour-plate, as supplied for H.M.S. "Hood." Dimensions, 15 ft. 6 in. by 6 ft. 6 in. by 4 in., curved to suit ship's side; weight, 7 tons 11 cwt.
(v.) Steel Boiler Plate. Dimensions, 31 ft. by 7 ft. 6 in. by $1\frac{1}{4}$ in.; surface area, 232 ft. 6 in.; weight, 5 tons 5 cwt.
(vi.) Steel Boiler Front Plate, as supplied for H.M.S. "Royal Sovereign." Dimensions, 15 ft. diameter by $\frac{7}{8}$ in. thick.
(vii.) Steel Welded Flue.
(viii.) Submarine Mining Half-sphere.
(ix.) Samples of Tests, Bends, &c., illustrative of the ductility and strength of Siemens' Steel.

5266 Vickers' Sons & Co., Limited, *River Don Works, Sheffield.*
Models of two Armour Plates. Small Gun. Crank Axle.

MODELS SECTION.

SUB-DIVISION—SHIPS' TELEGRAPHS (INTERNAL).

5267 Chadburn & Son, 105, *Fenchurch Street, London.*
Chadburn & Son's Patent "Duplex Gong" Telegraphs and Mechanical Telltales.
Electric Light System of Telegraphs.
Engine Counters. Electric Bells, Shutter Indicators and Voice Pipes.

5268 Louis Casartelli, 20, *Duke Street, Liverpool.*
Engine, Steering, Docking, Look-Out, and Torpedo Boat Telegraphs.

5269 Marine and General Automatic Company, Limited. 6, *Great St. Helen's, E.C.*
Electrical Audible Indicator for Ship's Engine Room, Steering, and other Telegraphs.

MODELS SECTION.

SUB-DIVISION—STEAM CAPSTANS AND WINDLASSES.

5270 **Brown, Lenox & Co.,** *Millwall, London, E.*
Full size Model of a 5-ton Inglefield & Lenox Patent Anchor, as used in the Royal Navy.
Samples of Chain Iron manufactured by exhibitors specially for Admiralty Cables.
Samples of Admiralty Cable and Chain used for different purposes.
Lenox's Patent Iron Blocks and Sheaves.
Mooring Screw, Submarine Telegraph Grapnels, Rope Fittings, &c.
Case containing Models of Anchors.

5271 **Messrs. Harfield & Co.,** *Mansion House Buildings, London, E.C.*
Patent Compensating Steering Gear, fitted with a pendulum weight of $1\frac{1}{4}$ tons, illustrating, as the tiller is moved over, a gain of power fully equal to the increased strains which come upon a rudder in actual practice.
Ordinary Right and Left-handed Screw Steering Gear.
Various Models of Anchor Gear, including Capstans, Windlasses, Riding Bitts and Stoppers, for working chains and ropes, as fitted in the principal ships of the English and Foreign Navies.

5272 **The Improved Martin's Anchor Company, Limited,** 5, *Adelphi Terrace, Strand, London, W.C.*
A 115 cwt. Improved Martin's Patent Anchor, being one of those ordered for H.M. Battleships now in course of construction. Exhibited by permission of the Lords Commissioners of the Admiralty.
A model of the bows of one of H.M. Ships fitted with Improved Martin's Anchors.

5273 **Jesse Billingham & Son,** 14, *St. Mary Axe, E.C.*
Chain Cables, Anchors, Rigging and Crane Chains and Shipping Tackle.

5274 **Hunter & English,** 202, *Bow Road, London, E.*
Model of 50 ton Crane "Leviathan."

5275 **Henry Wood & Co.,** 38 & 40, *Queen Street, Liverpool.*
Mooring Swivel on Sir Thomas Hardy's plan. Swivel Piece to connect Anchor to Cable. Senhouse Slip. Clear Hawse Slip. Blake's Stopper for Riding Bitts. Samples of Cable. Samples of Cable tested to destruction. Samples of Crane and Incline Chains. Samples of Trinity Chain for Light Ships.

Along the front of the CAMPERDOWN GALLERY is the

CAMPERDOWN VERANDAH,

wherein the following Firms exhibit:—

5276 **N. Hingley & Sons, Limited,** *Netherton Iron Works, Dudley, and* 76, *King William Street, London, E.C.*
Samples of Cable Iron, &c., used in the manufacture of chains. Samples of chains, &c.

5277 **Priestman, Bros., Limited,** 73*a*, *Queen Victoria Street, London, E.C.*
Five H.P. Oil Engine. Working Model of the Priestman Dredger, Excavator, and Elevator.

5278 **Crossley Brothers, Limited,** 10, *St. Bride Street, Ludgate Circus, E.C.*
Crossley's "Otto" Gas Engine and Air Compressor for working patent pneumatic tool for boiler caulking, &c.

5279 **J. H. Richards & Co.,** *Westminster Chambers, Corporation Street, Birmingham.*
Samples of Machinery showing application of Richards' Plastic Metal.

5280 **Kerbey Bowen,** *Ray Mead Works, Maidenhead-on-Thames.*
Electric Pinnace.

5281 **Sir Elkanah Armitage & Sons, Limited,** 48, *Mosley Street, Manchester.*
Specimens of Sail Cloth and Duck.

5282 **Lilleshall Company, Limited,** 12, *Lime Street, Fenchurch Street, London, E.C.*

Specimens of Chain and Cable Iron, as used in making chains and chain-cables for the Royal Navy and the Mercantile Marine, showing the various tests applied.
Samples of all the raw materials used in making such iron.

5283 **Zocus Paint Co.,** 4, *Fenchurch Avenue, London, E.C.*
Half Model of Steamship, having bottom painted with "Zocus" Antifouling Paint.
Half Model of Sailing Ship, having bottom painted with "Zocus" Antifouling Paint.
Iron plates coated with the three compositions manufactured by the Company, viz. :—No. 1. "Anti-corrosive." No. 2. "Anti-fouling." B.T. "Boottopping."

5284 **The Fowler-Waring Cables Co., Limited,** *North Woolwich, E., and Victoria Mansions,* 32, *Victoria Street, S.W.*
Insulated Wires and Cables for all classes of Electrical Work.
Lead-covered Underground Cables for Central Station Distribution.
Armoured Cables for Torpedo, Underground and Submarine Applications.
Anti-Induction Telephone and Low Capacity Telegraph and Telephone Cables.

5284—*continued.*

Wires for General Electric Light Installations, and Lead-covered Wires for Ship-lighting, Mines, and Special Applications.
Specimen Joints, Distributing and Terminal Boxes, &c.

5285 **"Star" Patent Fuel Co., Limited,** *Cardiff.*
Blocks of "Star" Fuel made from the best Welsh Steam Coal on Heath's Patent Dry Heat Process.

5286 **Crown Preserved Coal Co., Limited,** *Bute Docks, Cardiff.*
Crown Patent Fuel.

5287 **The Atlantic Patent Fuel Co., Limited,** *North Dock, Swansea, South Wales.*
Blocks of Patent Fuel (Briquettes).

5288 **The Cortex Calorifuge Co., Limited,** *Offices,* 3, *Talbot Chambers, Fenwick Street, Liverpool.*
Cork Strips for wrapping round curved and straight steam pipes to prevent loss of steam by radiation. Cork Slabs for covering steam boilers (patented).

5289 **Marshall & Thunder,** 121, *Fenchurch Street, E.C.*
Marshall & Thunder's Patent Metallic Spring Packings for Piston and other Rods requiring packing.
Double Grip Chain Stoppers for Ships' Cables.
Patent Lock Nuts.
Patent Ventilating Fans for Ship and other uses.

5290 **Melsom & Griffin,** 9, *London Street, Fenchurch Street, E.C.*
Patent high-pressure semi-metallic steam and pump packings and indestructible jointing material. In transverse and longitudinal sections, showing the disposal of the metal and fibre.

5291 **Lacombe & Co.,** 7, *Carteret Street, Westminster.*
Lighthouse Carbons, as supplied for Lighthouses.
Arc Light Carbons, as used by the Royal Navy.
Search Light Carbons for Projectors.
Disc Carbons for Disc Arc Lamps.
Extra Low Voltage Carbons for burning in two lamps in series on a 100 volt circuit.
Fluted Carbons, as used for Lighthouses and Search Lights.
Lacombe's Patent Central Zinc Manganese Cell, for ringing call bells, working indicators, &c.
Carbon Brushes, for Dynamos and Motors.

5292 **Boult Bros. & Co.,** 38A, *King William Street, London, E.C.*
"Valvoline," Mineral Lubricating Oils, manufactured by a patented process, in various grades suitable for all classes of machinery. (Used in the Electric Light Department of this Exhibition.)
Sight-Feed Lubricators, suitable for Cylinders and Bearings of Marine and Land Engines.
Eucalyptus Boiler Fluid. A scale destroyer and preventative used in counteracting the injurious effects of acids in waters used in Steam Boilers.

5292—*continued.*

Dickenson's Patent Main Steam Pipe Water Extractor. An appliance for separating water passing over or condensing in Steam Pipes, and delivering same automatically back into the Boilers. (At work in the Engine Room of the Electric Installation of this Exhibition.)

Asbestos Packing in sizes for Piston, Slide and other rods, and in sheets and putty for Boiler and other joints subjected to high pressure.

5293 **Woodhouse & Rawson United, Limited,** 88, *Queen Victoria Street, London, E.C.*

Pair Compound Launch Engines. Steering Appliances. An Electric Winch. Model New Projector. New Accumulator. Model Launches. Marine Electric Lighting and Bell Fittings. Signalling Lanterns and Instruments.

5294 **H. Middleton,** 3, *Wellesley Villas, Wellington Street, Slough.*

Models of Submarine and Submergeable Ships.

5295 **Pulsometer Engineering Co., Limited,** 61 & 63, *Queen Victoria Street, E.C.*

Holmes' Patent "Siren" Fog-horn, with all latest improvements. This apparatus gives a uniform and distinct note of any required pitch, and the sound can be directed in any direction.

One Vertical Duplex Boiler Feeding Pump, with gun-metal pump end for 160 lbs. pressure.

One Pulsometer Steam Pump capable of pumping 6,000 gallons per hour from ballast tanks, bilges, &c.

5296 **Ridsdale & Co.,** 54. *Minories, London.*

Ships' Lamps.

5298 **Simpson, Strickland & Co.,** *Dartmouth and Teddington.*

Kingdon's Patent Quadruple Expansion Surface Condensing Engine and Patent Vertical Boiler. Nominal H.P., 2; indicated H.P. in constant work, 10; weight, 8 cwts.; natural draught, coal consumption, 15 lbs. per hour.

5299 **Davis & Co., Limited,** *Garford Street, Poplar, London, E.*

Davis' Patent Rotary Engine, driving Capell's patent forced draught fan.

5300 **A. G. Mumford,** *Culver Street Iron Works, Colchester, Essex, and* 52, *Queen Victoria Street, London, E.C.*

Improved Steam Donkey Boiler Feed Pumps.
Patent Vertical Duplex Steam Pump, 6 in. and 4 in. × 6 in. stroke.
Patent Horizontal Duplex Steam Pump, 6 in. and 4 in. × 6 in. stroke.
Patent Vertical "Economic" Steam Pump.
Patent Launch Engine and Boiler.

Of the Galleries of the Exhibition, there now only remains to be inspected the one set apart for machinery in motion; this is situated in the south-west corner of the grounds, and is designated the

MACHINERY GALLERY.

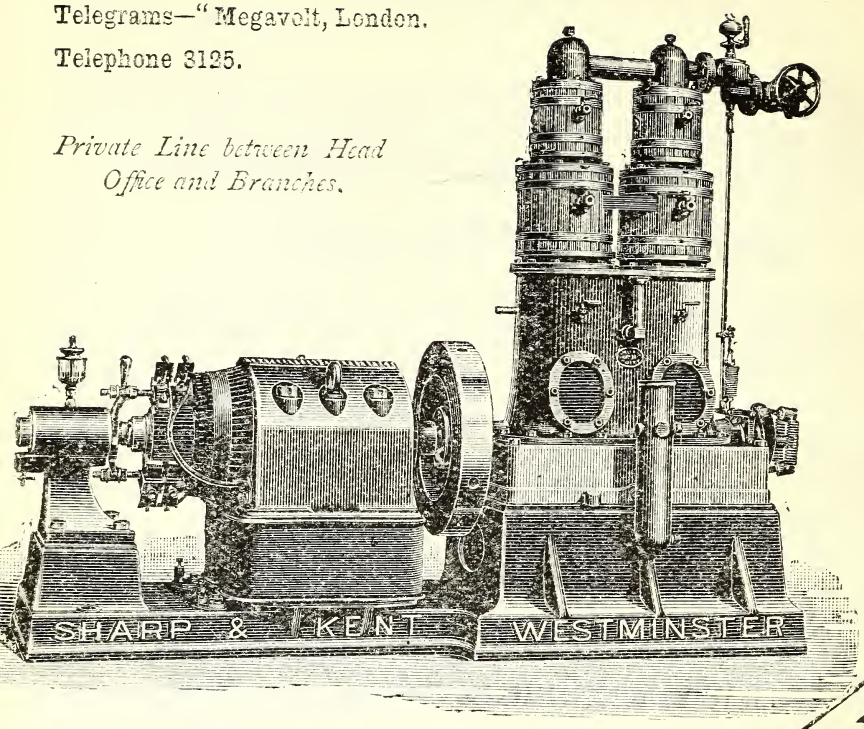
5311 **John Kircaldy, Limited,** 40, *West India Dock Road, London, E.*
Fresh Water Distillers (Simple). Multiple Fresh Water Distilling Plant. Condenser, distiller, and pumps combined in one machine. Feed Make-up Evaporator for supplying boilers with pure fresh water. Combined Surface Condenser Feed Make-up and Feed Water Heater, as supplied to telegraph steamers "John Pender" and "Sherard Osborne." Constant Pressure Reducing Valve. Feed Water Heaters. Dirt Arrester.
Drawings, illustrating the whole of the above in detail.

5312 **Caird & Rayner,** 777, *Commercial Road, Limehouse, London, E.*
Rayner's Patent Automatic Evaporator and Feed Heater, for producing Fresh Auxiliary Feed Water and Heating the Feed for Marine Boilers.
Patent "Live Steam" Feed Water Heaters, for use with Condensing Engines.
Patent "Exhaust Steam" Feed Water Heaters, for use with Non-condensing Engines.
Patent Simple Distillers.
Patent Multiple Distillers.
Patent Fresh Water Condensers, for High and Low Pressures of Steam.

5313 **Normandy's Patent Marine Ærated Fresh Water Co., Limited,** *Opposite Custom House Station, Victoria Dock Road, E.*
Normandy's Patent Double Distillers for Ironclads and other ships.
,, ,, ,, for Torpedo Boats.
Normandy's Patent Evaporators, complete with Triple Steam Pumps and Single Distiller.
Drawings of Normandy's Patent Complete Distilling Machinery for Naval Land Stations.

Telegrams—"Megavolt, London.
Telephone 3125.

Private Line between Head Office and Branches.



ONE OF THE MANY SETS SUPPLIED BY US, SOME OF WHICH ARE ALWAYS KEPT IN STOCK.

CONTRACTORS TO THE BRIGHTON CORPORATION, WESTMINSTER ELECTRIC SUPPLY CORPORATION,
&c., &c.,
&c.

SHARP & KENT,

ENGINEERS, ELECTRICIANS, & CONTRACTORS.

Head Office:
34, VICTORIA ST., WESTMINSTER.

SHOW ROOMS:
10, PONT STREET, BELGRAVE SQUARE.

STORES: { LITTLE CADOGAN PLACE, AND 2, TOLLINGTON ROAD.

Central Stations: 370, Holloway Road, N., & Sloane Square, S.W.

EVERY ELECTRICAL NECESSITY FROM DYNAMO TO LAMP SUPPLIED AND ERECTED ON THE SHORTEST NOTICE.

THE ELECTRIC LIGHTING PLANT.

THE long narrow building adjoining the Embankment, in which the Lighting Plant is contained, is divided into two parts, viz., the Engine and Dynamo Room, and the Boiler Room.

The Engine and Dynamo Room measures 68 ft. by 29 ft., including the portions devoted to visitors. The part railed off for machinery, measures 48 ft. by 21 ft., and within this space are placed Engines and Dynamos collectively of over 1,100 h.p.

The Engines, as well as the steam and exhaust pipes, and the large ventilating fan driven by a separate engine, are supplied by Messrs. Willans & Robinson, Limited, of Thames Ditton, and the Dynamos by Messrs. Siemens Brothers & Co., Limited, of London, the combined plant being coupled together and erected in place by Messrs. Willans & Robinson. The Dynamos (except in one case) are carried upon bed-plates, which form an extension of the engine frame.

The cables connecting the Dynamos with the Switch-board, and the Switch-board itself, which is placed on the west side of the Engine-room, are supplied and fixed by Messrs. Siemens Bros. & Co.

The Engines are divided into two groups. The group at the south end occupies a space of 28 ft. by 21 ft., and includes three large Direct-driving Compound Engines, indicating 300 h.p. each. With the exception of a similar engine (also with a Siemens' Dynamo), which has been running for the past year in the Electric Light Station of the Corporation of Bradford, in Yorkshire, these engines are believed to be the largest direct-coupled high-speed engines in existence, and they represent the latest Central-station practice in this country ; in fact, these three engines and dynamos (with six of the boilers in the Boiler-house) in themselves represent the plant of a Lighting Station of some magnitude, able, if worked together, to supply current for 8,000 or 9,000 lights of 16 candle-power each.

The Engines are of the kind known as Willans' Patent Central-Valve Engines ("I.I.I. size"): they are single-acting, and run at 350 revolutions per minute. All the brasses and bearings are in "constant thrust" (*i.e.*, there is no alternation of stresses, as in double-acting engines) and the wearing surfaces are either immersed in, or are continually bathed with, oil.

The entire absence of belts is a striking feature of the Engine-room, and its result in saving of space, as well as in freedom from noise, will attract the notice of the visitor accustomed to the Electric Light Departments of former Exhibitions. The present installation in fact constitutes the first public exhibition of direct-driving plant upon a large scale, although similar (but smaller) engines have been supplied for central Lighting Stations in Englan to the extent of 20,000 h.p.

The Dynamos are of Messrs. Siemens' "H.B." pattern. At 350 revolutions per minute they each give an ordinary output of 1,500 ampères and 120 volts (180 kilowatts). The "commercial efficiency" is about 94 per cent. at full load. The "combined efficiency" of the Engine and Dynamo, treated as one machine, is about 86 per cent. at full load—*i.e.*, the Electrical h.p. given off at the terminals of the machines is not less than 86 per cent. of the h.p. indicated in the cylinders of the Engine. The consumption of steam per i.h.p. per hour (the Engines at the Exhibition being non-condensing, and working at 120 lbs. pressure) is slightly over 20 lbs., corresponding with a consumption of $23\frac{1}{4}$ lbs. per Electrical h.p. per hour. Similar engines, condensing, working with steam at 160 lbs. pressure, require 14 lbs. of steam per i.h.p. per hour, or (with the same combined efficiency) a little over $16\frac{1}{4}$ lbs. per Electrical h.p.

The three Engines and Dynamos forming the other group are of smaller size. That at the corner represents the combination of Willans' Central-Valve Engines with Siemens' "H.B." Dynamos, such as have been supplied in large numbers to Her Majesty's Ships. The output of the largest size used in the Navy (as for instance in the new first-class cruisers "Blake" and "Blenheim") is 400 ampères and 80 volts, at 400 revolutions per minute; but the Dynamo now shown (with the same Engine, "G.G." size) is rather larger, and runs faster, and is able to give 400 ampères and 120 volts, the latter voltage being more useful for the purposes of the Exhibition than that used in the Navy. In other respects this set is practically a duplicate of many used in the Navy; in fact, the 300 h.p. sets described above are merely larger examples of the same pattern.

Another set in this group represents the single-acting "Open Engines" supplied to the Navy under recent specifications, by the same makers. The "Latona," and other new cruisers of the same class, are fitted with engines of this description. The Dynamo is of Messrs. Siemens' usual pattern.

The remaining Engine (of the Central-Valve pattern, "G.G." size) drives one of Messrs. Siemens' Alternating-Current Dynamos, giving 40 killowatts, for maintaining the arc light on the Lighthouse.

There is also shown a central station engine-room switchboard, with all necessary controlling and regulating switches, cut-outs, meters, and measuring instruments, together with Transformer for 50,000 volts.

The Boiler-house measures 60 ft. by 29 ft., and contains ten steel locomotive boilers of the well-known make of Messrs. Davy, Paxman, & Co., of Colchester. They supply steam to the Electric Lighting Engine, as well as to other machinery in motion in the adjoining shed.

These Boilers contain more than 7,000 square feet of heating surface, and are capable of evaporating over 30,000 lbs. of water per hour; they are self con-

tained, made for a working pressure of 140 lbs. per square inch, and tested to 250 lbs. per square inch. A steel Steam Receiver runs the entire length of the boilers, connected to each by a separate stop valve, so that either or any of the boilers can be immediately shut off, if necessary. The object of the Receiver is to give dry steam to the engines, and to turn back to the boilers any condensed steam.

The Pumps for feeding the Boilers are provided by Mr. A. G. Mumford, of Colchester, and the Injectors are of Messrs. Gresham & Craven's manufacture.

The distribution of the current from the terminals of the machines, including the wiring and actual lighting of the entire Exhibition, is in the hands of Messrs. Siemens Bros. & Co., Limited.

The feeding mains and most of the distributing mains are of Siemens' lead cased and iron sheathed type, laid underground.

The public lighting is effected by means of 140 arc lamps of new type.

In various parts of the Exhibition will be shown motors worked by electrical energy.

Stall No. 171, Cook Gallery.

JAMES PAIN & SONS,

Manufacturers of every description of

SHIPS' SIGNALS.

LIFE-SAVING ROCKETS, DISTRESS SIGNALS, &c., &c.

Contractors for H.M. Government, Colonial, United States, and other Governments.

Sole and Original Inventors of the FRICTION BLUE LIGHTS, now used throughout the World.

Offices :—**121, WALWORTH ROAD, S.E.**
9, ST. MARY AXE, E.C.
2, INDIA BUILDINGS, WATER ST., LIVERPOOL
102, WILLIAM STREET, NEW YORK.

FACTORIES :—MITCHAM, SURREY, AND PARKVILLE, NEW YORK.
FLOATING MAGAZINES :—GRAVESEND AND THE MERSEY.

KIOSKS.

In order not to interrupt the systematic tour of the Exhibition Galleries, the attention of the Visitor has not hitherto been drawn to the smaller buildings erected in various positions about the grounds. From this, however, it must not be inferred that the Exhibits contained in these buildings are of less importance than those which are located in the Main Galleries. On the contrary, the Exhibits in question are of the highest importance and interest, and it is on this account, in many instances, added to the fact of there being insufficient space in the Galleries, that these special structures have been erected. Mention should also be made of the fact that in each case the buildings themselves have been erected at the cost of the Exhibitors.

Starting from the Machinery Gallery, the Visitor should now retrace his steps, and visit the various Kiosks as they occur *en route*, viz. :—

5320 The Peninsular and Oriental Steam Navigation Company.

This kiosk is designed in a characteristic Oriental style, and is of wood, brick, and plaster. The principal entrance is formed by a large *verandah* leading directly into the body of the pavilion, a spacious apartment containing models to a scale of $\frac{1}{4}$-inch to the foot, of four of the principal ships of the "P. and O." fleet. These models are placed on tables radiating towards the centre of the room, where, on an elevated pedestal is a model of "The William Fawcett," the first ship possessed by the Company. This model, being to the same scale as that of the larger ships surrounding it, serves to illustrate the gigantic strides made in ship-building since the foundation of the Company, some fifty years since. At a distance of about eight feet from the floor, the room takes the form of an octagon, forming eight panels, four of which illustrate the great epoch of Maritime History :—

The I. Century—"Cæsarean Galleys."
The X. Century—(Period of warlike adventures) "The Vikings."
The XV. Century—(Period of discovery) "The Caravels of Columbus."
The XVIII. Century—(England's Naval supremacy) "'A Three-Decker,' and Frigates."

the other four being illustrative of shipping in various parts of the world, the East being shown by "Eastern Junks, and Canoes." The North by "Vessels of Discovery in the Arctic Seas." The South by "Prahus and Canoes of the Southern Archipelago." And the West by "Vessels of the 'P. and O.' fleet off Gibraltar." On the right is a long room in which is placed a map of the route from London to India, China, and Australia, to a large scale, and on which will be placed tiny models of the vessels *en route*, the exact position of which will, as nearly as possible, be indicated day by day. On the left is a similar room containing a model of the Suez Canal. At the end of these rooms are two cabins fitted exactly as on board ship. The smoking room, which is intended for one of the ships now being built for the Company, is approached from the dome, and its decorations are an entirely new

5320—*continued.*

departure : the walls and ceilings being designed by Mr. T. G. Collcutt. The mode of colouring and modelling used have not hitherto been attempted. The manufacturers are Messrs. Doulton & Co. The seats tables, and doors, are in Spanish mahogany, relieved by rich hangings and upholstery. On the walls of the different rooms are hung photographs and pictures of scenes of special interest to those who have made a voyage on an eastward bound vessel.

CONTENTS OF THE "P. & O." KIOSK.

The Smoking Room and two of the Cabins of the Company's new steamers "Himalaya," and "Australia," 7,000 tons, and 10,000 horse-power, now being built by Messrs. Caird & Co., of Greenock.

A Chart of the Lines of Communication carried on by the steamers of the Company, indicating the position of vessels *en route* day to day.

Models of the following steamers on a scale of $\frac{1}{4}$-inch to the foot.

Name of Steamer.	When built.	Tonnage.	Horse-power.
William Fawcett (the first P. & O. ship)	1829	206	60
Massilia	1884	5000	5000
Victoria	1887	6500	7000
Oceana	1887	6500	7000
Himalaya	1891	7000	10000

Pictures :—

No. 1. SS. "Hindostan," leaving Southampton to open the Indian Mail Service, August, 1842.

No. 2. SS. "Kipon," leaving Southampton with troops for the Crimea, 1854.

No. 3. SS. "Carthage," employed as a troop-ship during the Egyptian Campaign, 1885.

No. 4. SS. "Victoria," and SS. "Rome," at the Naval Review, 1887.

Pictures of several other steamers of the Company's fleet, and of places of interest at ports of call.

Model of the Refrigerating Chamber of one of the Company's steamers, for the preservation of fresh provisions for the voyage.

Engraving of the Side Lever Engines of the paddle steamer "Iberia," built in 1837, and of the Triple Expansion Engines of the SS. "Victoria," built in 1887; representing fifty years progress in marine engines constructed for the "P. & O." Company.

A Model of the Suez Canal, kindly lent for the occasion by the Suez Canal Company.

5321 **The Thames Iron Works and Shipbuilding Company, Limited,** *Orchard Yard, Blackwall.*

MODELS OF SOME OF THE PRINCIPAL VESSELS AND WORKS CONSTRUCTED BY THE COMPANY.

(i.) Full-rigged Model of H.M.S. "Warrior" (1861). Scale, $\frac{1}{4}$ in. = one foot.

(ii.) Full-rigged Model of H.M.S. "Blenheim" (now completing). Scale, $\frac{1}{4}$ in. = one foot.

5321—*continued.*

(iii.) Full-rigged Model of H.M.S. "Sans Pareil" (1887). Scale, $\frac{1}{8}$ in. = one foot.

(iv.) Full-rigged Model of H.M.S. "Benbow" (1885). Scale, $\frac{1}{8}$ in. = one foot.

(v.) Full-rigged Model of H.M. Ships "Grafton" and "Theseus" (now building). Scale, $\frac{1}{8}$ in. = one foot.

(vi.) Full-rigged Model of Portuguese Armour-clad "Vasco da Gama" (1875). Scale, $\frac{1}{8}$ in. = one foot.

(vii.) Full-rigged Model of Greek Gun-boats "Hydra" and "Spetzia" (1881). Scale, $\frac{1}{4}$ in. = one foot.

(viii.) Full-rigged Model of Spanish Yacht, designed for His late Majesty Alfonso XII., King of Spain (1875). Scale, $\frac{1}{8}$ in. = one foot.

(ix.) Full-rigged Model of Roumanian Cruisers "Oltul," "Siretul," and "Bistrita" (1888). Scale, $\frac{1}{4}$ in. = one foot.

(x.) Model of River Tug "Benbow" (1885). Scale, $\frac{1}{2}$ in. = one foot.

(xi.) Model of Thames Dredger "Diver" (1885) showing Williams' Patent Ladder-Hoisting Gear. Scale, $\frac{1}{4}$ in. = one foot.

(xii.) Model of Mid-ship Section of H.M.S. "Warrior" (1861). Scale, $\frac{1}{2}$ in. = one foot.

(xiii.) Model of Mid-ship Section of H.M.S. "Benbow" (1885). Scale, $\frac{1}{2}$ in. = one foot.

(xiv.) Greek Armour-clad "King George" (1867). Scale, $\frac{1}{4}$ in. = one foot.

(xv.) Turkish Armour-clad "Æevni Illah" (1869). Scale, $\frac{1}{4}$ in = one foot.

(xvi.) Battery of Armour-clad "King George" (1867), Patented. Scale, $\frac{1}{2}$ in. = one foot.

(xvii.) Stern of H.M.S. "Blenheim" (1890). Scale, $\frac{1}{2}$ in. = one foot.

(xviii.) Bow of H.M.S. "Blenheim" (1890). Scale, $\frac{1}{2}$ in. = one foot.

(xix.) Stern of Transport "Vulcan," showing stern frame built up of plates and angles before the introduction of heavy forgings by the Nasmyth Hammer (1849). Scale, $\frac{1}{2}$ in. = one foot.

(xx.) Bow of Transport "Vulcan" (1849). Scale, $\frac{1}{2}$ in. = one foot.

(xxi.) Model of Royal Yacht "Fairy," built for Her Majesty in 1845. Scale, $\frac{1}{4}$ in. = one foot.

(xxii.) Model of Thames Tugs "Ajax" and "Trojan" (1877). Scale, $\frac{1}{2}$ in. = one foot.

(xxiii.) Model of London, Chatham, and Dover Boat "Princess Frederick William" (1857). Scale, $\frac{1}{4}$ in. = one foot.

(xxiv.) Model of Thames Steamer "Venus" (1854). Scale, $\frac{1}{4}$ in. = one foot.

(xxv.) Model of Russian Paddle Sloop "Vladimir" (1848), which played an important part in the Crimean War of 1853—5. Scale, $\frac{1}{4}$ in. = one foot.

5321—*continued.*

HALF MODELS IN SHOW CASES.

English and Foreign Vessels.

(i.) H.M.S. "Blenheim" (1890).
(ii.) H.M.S. "Benbow" (1885).
(iii.) H.M.S. "Superb" and Turkish Frigate "Mesoudiye" (1877).
(iv.) German Frigate "König Wilhelm" (1868).
(v.) Spanish Frigate "Victoria" (1867).
(vi.) Russian Battery "Pervenetz" (1863).
(vii.) Portuguese Cruiser "Affonso-Albuquerque" (1884).
(viii.) Portuguese Armour Clad "Vasco da Gama" (1875).
(ix.) Spanish Cruisers "Gravina" and "Velasco" (1881).
(x.) H.M. Ships "Swift" and "Linnet" (1880).
(xi.) German Torpedo Cruiser "Zieten" (1879).

HALF MODELS OF EXPRESS SERVICE VESSELS.

(i.) Dover Mail Steamer "Invicta" (1882).
(ii.) Dover Mail Steamers "Queen" and "Empress" (1854).
(iii.) Opium Trade Vessel "Ly-ee-Moon" (1859).
(iv.) Dover Mail Vessel "John Penn" (1860).
(v.) P. & O. Paddle Steamer "Nyanza" (1864).
(vi.) P. & O. Screw Steamer "Tanjore" (1865).
(vii.) Turkish Yacht "Izzeddin" (1864).
(viii.) Argentine Paddle Tug (1888).
(ix.) Brazilian Troop Vessel "Purus" (1874).
(x.) Bosphorous Paddle Steamer (1890).
(xi.) Brampootra Paddle Steamer (1883).
(xii.) P. & O. Screw Steamer "Nepaul" (1858).
(xiii.) P. & O. Screw Steamer "Poonah" (1862).

FROM THE DRY DOCK AND ENGINE SHOPS.

(i.) Model Woolwich Ferry and Approaches.
(ii.) Model Royal Albert Dock Gates.
(iii.) Model Royal Aquarium Roof.
(iv.) Model Goldsmith Hall Roof.
(v.) Model Beckton Retort House Roof.
(vi.) Model New Blackfriars Railway Bridge.
(vii.) Model Barry Dock Gates.
(viii.) Model Rolling Mills, Engine, Boiler, &c.
(x.) Model Hone's Patent Ship.

5322 Royal Mail Steam Packet Company, 18, *Moorgate Street, London, E.C.*

Ships' Models, Fittings, Appliances, &c.

(i.) Full-rigged Model of Royal Mail Steam Packet Company's steamer "Orinoco," 4,434 tons, now employed in the conveyance of Her Majesty's Mails to and from the West Indies.

(ii.) Moving drawings of Engines of Royal Mail Steam Packet Company's steamer "Orinoco," 5,863 horse power.

(iii.) Full-rigged Model of Royal Mail Steam Packet Company's steamer "Clyde," 5,645 tons, 7,010 horse power, now employed in the conveyance of Her Majesty's Mails to and from Brazil and River Plate.

(iv.) Half Model on larger scale of Royal Mail Steam Packet Company's steamers "Thames" and "Clyde," 5,645 tons, 7,010 horse power.

(v.) Full size Model of First Class Cabin of Royal Mail Steam Packet Company's steamers.

(vi.) Picture of Royal Mail Steam Packet Company's steamer "Tagus" at Royal Naval Review, held on the occasion of Her Majesty's Jubilee.

(vii.) Instantaneous Photograph of Royal Mail Steam Packet Company's steamer "Clyde," 5,645 tons, 7,010 horse power, at full speed on the Clyde.

(viii.) Diploma of Honour awarded to Royal Mail Steam Packet Company at Paris Exhibition of 1889.

(ix.) Photographs of West Indies and Brazils.

(x.) Models of Disengaging Gear, Life Saving Appliances, &c., used by the Royal Mail Steam Packet Company.

5323 James and George Thomson, Limited, *Clydebank.*

Full Model of H.M.S. "Ramillies." 1st Class Battleship presently building for the British Government. Length, 380 ft.; breadth, 75 ft.; displacement, 14,300 tons; armament, four 67-ton B.L. Guns mounted in redoubts, ten 6-in. and 25 smaller Q.F. Guns. Thickness of belt armour amidships 18 in., of redoubts 17 in., of belt deck 3 in. Speed, 17½ knots; I.H.P., 13,000.

Full Model of H.M.S. "Scout." Twin Screw 3rd Class Cruiser, built in 1884-'85 for the British Government. Length, 220 ft.; breadth, 34 ft.; displacement, 1,470 tons; armament, four 5-in. B.L. Guns, ten Q.F. and Machine Guns, and seven Torpedo Tubes. Speed, 17 knots; I.H.P., 3,500.

Full Model of H.M. Ships "Terpsichore," "Thetis," and "Tribune." 2nd Class Protected Cruisers presently building for the British Government. Length, 300 ft.; breadth, 43 ft.; displacement, 3,400 tons; armament, two 6-in. B.L. Guns, six 4·71-in. and 13 smaller Q.F. Guns and four Torpedo Tubes. Speed, 20 knots; I.H.P., 9,000.

Full Model of Royal Spanish Torpedo Gunboat "El Destructor." Designed and built in 1886 for the Spanish Government. Length, 193 ft.; breadth, 25 ft.; displacement, 380 tons; armament, one 10-c/m B.L. Gun, six Q.F. and Machine Guns, two Torpedo Tubes. Speed, 22½ knots; I.H.P., 3,800.

5323—*continued.*

Full Model of Royal Spanish Cruiser "Reina Regente." Designed and built in 1886 for the Spanish Government. Length, 320 ft.; breadth, 51 ft.; displacement, 5,600 tons; armament, four 24-c/m. and six 12-c/m. B.L. Guns, fourteen Q.F. and Machine Guns, four Torpedo Tubes. Speed, 20½ knots; I.H.P., 12,000.

Full Model of Twin Screw Steamers "City of New York" and "City of Paris." Designed and built in 1887-'88 for the Inman and International Steamship Company, Limited. Length, 560 ft.; breadth, 63 ft.; gross tonnage, 10,500. (In August, 1889, the "City of Paris" performed the passage from Queenstown to Sandy Hook in 5 days, 19 hours, 18 mins.; the best day's run being 509 knots, and the mean speed for the whole voyage 20·04 knots.)

Full Model of Single Screw Steamer "America." Designed and built in 1883 for the National Steamship Company. Length, 432 ft.; breadth, 51 ft.; gross tonnage, 5,600. (In June, 1884, the "America" performed the passage from Sandy Hook to Queenstown in 6 days, 14 hours, 18 mins.; the mean speed for the whole voyage being 17·8 knots. In 1885, during the Russo-Afghan War preparations, the "America" was chartered by the British Government and equipped as an Armed Cruiser.)

Full Model of Twin Screw Steamers "Frederica," "Lydia," and "Stella." Designed and built in 1890 for the London and South Western Railway Company. Gross tonnage, 1,016. Speed, 19½ knots. (On Admiralty list for war purposes.)

5324 **The Fairfield Shipbuilding and Engineering Co., Limited,** *Fairfield, Govan, Glasgow.*

MODELS OF STEAMSHIPS.

(i.) T.SS. "Normannia." Owned by the Hamburg American Packet Co., and forms one of that Company's Express Atlantic Service, calling weekly at Southampton. Best passage during 1890 was 6 days 16 hours 55 mins. Built in 1890.

(ii.) SS. "Alaska." Owned by the Guion Steamship Co., and sailing under their flag between Liverpool and New York. Built in 1881. Best passage 6 days 18 hours 37 mins. in September, 1882.

(iii.) H.M.S. "Magicienne." Steel wood-sheathed Torpedo Cruiser, carrying six 6″ guns and 12 Q. F. guns. This is also a model of the sister ship "Marathon," launched by Princess Beatrice in August, 1888.

(iv.) P.S. "Empress." Owned by the L. C. and D. Railway Company, and built for service between Dover and Calais. This is also a model of the sister ships "Victoria" and "Calais-Douvres." These boats have crossed the Channel in less than an hour.

(v.) P.S. "Queen Victoria." Owned by the Isle of Man Steam Packet Co., and engaged with the "Prince of Wales" (of which this is also a model) in the Company's Liverpool and Douglas Service. They accomplish the journey between these ports, a distance of 70 knots, in 3 hours 15 minutes.

5324—*continued.*

(vi.) P.S. "Adder." Owned by Messrs. G. and J. Burns, and maintains their summer daily daylight service between Glasgow and Belfast. This is a very fast steamer, and averages a speed of over 19 knots on service.

(vii.) I.Y. "Livadia." Built for H.I.M. the late Emperor of Russia to the designs of the late Admiral Popoff, as an improvement on the form of his circular armourclads. Draws about 8 feet of water, and is propelled by three screws driven by three independent sets of engines.

(viii.) S.Y. "Valfreyia." Built as the "Lady Torfrida" for the late Sir William Pearce, M.P., since purchased by Mr. Bayard Brown and re-named.

(ix.) "Alexandra." The Red Cross Society's Ambulance Stern Wheeler, built for the Ambulance Service with the late Nile Expedition.

Sundry photographs of engines and vessels under steam, also many half models, &c.

5325 **Maxim-Nordenfelt Gun and Ammunition Co., Limited,** 32s *Victoria Street, S.W.*

In this Kiosk, the Maxim Rifle Calibre Automatic Machine Gun, described on page 489 (Exhibit No. 5135), may be seen in action. The rapidity of fire varies according to the ammunition used, but from 600 to 650 rounds per minute may be considered as the average rapidity.

Note.—Visitors will be admitted to see the firing on payment of 6d. each.

5326 **Wilkinson Sword Co., Limited,** 27, *Pall Mall, S.W.*

Miniature Ammunition. Adapted to Magazine Rifle, for teaching Magazine practice and short range firing.

5327 **The Babcock & Wilcox Company,** 114, *Newgate Street, London, E.C.*

Water Tube Safety Marine Steam Boiler, suitable for 210 lbs. working pressure. Total Heating Surface, 2,108 square feet. Capacity, 500 I.H.P., with Triple Expansion Engines.

5328 **Siemens Brothers & Co., Limited,** 12, *Queen Anne's Gate, Westminster.*

Model of telegraph ship "*Faraday*."
Projector, and hand-lamp, as used for Suez Canal illumination.
Yard-arm reflector, fitted with eight glow lamps, 16 c.p.
Yard-arm reflector, fitted with one glow lamp, 100 c.p.
Distributing box for connections in electric light wires on board ship.
Collection of electric light fittings for ships.
Samples of patent carbon-contact switches (various sizes).
Four motors, electric, fitted with ventilating fans (various sizes).
Ammeters, Service pattern of Royal Navy, and voltmeters for use on board ship.
Marine galvanometer, complete with stand, scale, &c.

5328—*continued.*

Quantity dynamo exploder, Service pattern.
Tension dynamo exploder ,, ,,
Magneto exploders.
Engine-room and bridge telegraph.
Samples of cables and wires.
Electric fire-engine.
Electric winch.
Electric capstan.
Submarine mine-cases with circuit-closers.
Torpedo and mining cables.
Joints and junction boxes for Submarine mine cables.
Signalling apparatus for controlling and operating a mine field.
Observing arc ,, ,, ,,
Converging arc ,, ,, ,,
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By Order of Committee,
WILLIAM A. MOORE (*Honorary Secretary*),
Admiralty, Spring Gardens, S.W.

It now only remains to enumerate the several "Outside" Exhibits, and these it will be convenient to classify under the heading—

GROUNDS.

5330 **George Tyzack,** *South Shields.*
Tyzack's Improved Patent Triple Grip Anchor (about two tons weight).

5331 **N. Hingley & Sons, Limited,** *Netherton Iron Works, Dudley, and 76, King William Street, London, E.C.*
Anchors of various types, including Admiralty, Rodger's Box-stock, and Trotman's Patterns.
Hingley's Patent Self-canting Anchor.
Hall's ditto.
Mooring Swivels, Heavy Cable, &c.

5333 **Henry Castle and Sons,** *Ship Breakers, Baltic Wharf, Millbank, S.W.*
Seats, Chairs, Rotary Chalêts, Gong Stands, &c. Manufactured of Teak and Oak from old Navy Ships which have been broken up.

5334 **MODEL OF H.M.S. VICTORY.**
The Model, built by Messrs. Campbell Smith and Co., under the supervision of Mr. J. Farquharson (late of the Admiralty), is as perfect a representation of Nelson's celebrated Flagship as can possibly be made. The outside shows the ship complete from waterline to bulwarks and from figure head to taffrail.
The Public will enter the Ship by the Entry Port and pass in to the Middle Deck, thence down by the ladder to the Lower Deck, one side of which is shown as it was on the morning of Trafalgar, with guns cleared for action, &c. On the other side is shown the Mess Tables and Stools and Hammocks; all the details being as realistic as it is possible to make them.
From the Lower Deck the Public will descend to the Orlop Deck and Cockpit, where Nelson died.
The last scene has been faithfully executed by Mr. John T. Tussaud (Madame Tussaud and Sons); and represents the dying hero surrounded by the following officers and others:—The Rev. Dr. Scott, Mr. Burke (Purser), Mr. Chevailler (Steward), Dr. Beatty (Surgeon), and Captain Hardy, who has just come from off deck to take leave of his gallant Commander.
The arrangement of this group has been taken from the celebrated picture by Devis, now in Buckingham Palace.
The guns and carriages are exact copies of the originals used at the Battle of Trafalgar.
The masts are represented by stumps only, it having been found impossible to carry out all the details of masts, sails and rigging; but in all other respects the model is an exact duplicate of the glorious old ship which carried Nelson to Victory and Death.

5335 **Maudslay Sons & Field,** *Lambeth and East Greenwich.*
Part of a boiler front in one piece, flanged entirely by hydraulic pressure for H.M.S. "Theseus."

5336 **Navy Boats.**

(i.) 30-ft. Steam Cutter, complete with gun and torpedo fittings, awning, &c.

(ii.) 30-ft. Pulling Cutter, complete with stores and fittings.

(iii.) Admiral's Galley, complete with stores and fittings.

Lent by the Lords Commissioners of the Admiralty.

5337 **W. L. Byers,** 51, *West Sunniside, Sunderland.*

Patent "Reliance" Stockless Anchor, weighing about two tons.

5338 **Sir William Thomson's Apparatus for giving Distinctive Characteristics to Fixed Lights.**

This proposal for giving distinctive character is shown for ten varieties in the following table :—

Number of eclipses in each group.	Description of the eclipse.	Time from beginning to end of each group of eclipses.
One	Long	3 seconds
One	Short	½ second
Two	Short-short	3 seconds
Two	Short-long	5 ,,
Two	Long-short	5 ,,
Three	Short-short-short	5 ,,
Three	Short-short-long	7 ,,
Three	Short-long-short	7 ,,
Three	Long-short-short	7 ,,
Four	Long-short-long-short	5½ ,,

The specimens shown by the apparatus are "long-short-short" by gas, and "short-short-long" by incandescent electric light.

5339 **Chance Bros. & Co., Limited,** *Birmingham.*

Harbour Occulting White Light of the Fifth Order for 360° of the newest Chance type, with occulting shades actuated by a spring clock in periods of 30 seconds, being 25 seconds light and 5 seconds dark ; iron column, ladder, and platform. Height from base to focal plane 20 feet. This Light is occasionally shown red.

5340 **Chance Bros. & Co., Limited,** *Birmingham.*

Two Turret Side Lights on Gimbals (on North Side of Lake). The Turrets are designed to secure the normal transmission of the beam without interception or aberration, combined with good ventilation and good stability.

5341 **Self-righting Water Ballast Lifeboat,** fitted with two sliding keels (full size), 37 ft. long, 8 ft. wide, and rowing 12 oars double banked; mounted on its transporting carriage.

Lent by the Royal National Lifeboat Institution, 14, *John Street, Adelphi, W.C.*

5342 **MODEL OF THE EDDYSTONE LIGHTHOUSE.**

Designed by J. J. Webster, M.I.C.E.

Built by D. Charteris, Page Street, Westminster, S.W.

This Model is a full size representation of the new Eddystone Lighthouse, as designed by Sir James N. Douglass, F.R.S. Its external appearance is precisely similar to the original structure, even the courses and size of the stones being accurately copied. The height from the ground to the top of the lantern roof is about 170 feet. The

5341—*continued.*

base is 44 feet in diameter, and 19 feet high; the curved structure above the base is 35 feet 6 inches in diameter at the bottom, and 19 feet in diameter at a point 6 feet below the lantern platform. From this point the structure swells out to a diameter of 24 feet at the platform, upon which is erected the lantern to receive the lighting apparatus. The lantern is 14 feet in diameter, and around it is a gallery 5 feet wide; it is 16 feet 6 inches high, and is surmounted by the wind vane, which is 8 feet long.

The outside covering of the structure is of cement upon a steel lathing known as Expanded Metal Lathing, recently introduced into England by J. F. Golding, and made by the British Metal Expansion Company of West Hartlepool.

Nearly 100 tons of iron and steel have been employed in the erection of the Model, the main supports of which are firmly attached to strong anchor plates embedded in cement concrete 20 feet below the surface of the ground, so that the stability of the structure is placed beyond doubt. A convenient and efficient system of Lifts has been provided, and Visitors will be allowed to ascend to the platform, and to go within the lantern to inspect the lighting apparatus, &c.

The Lighthouse will be illuminated at night by a powerful Electric Light, as described below. The actual light in the original structure is by means of oil.

Description of the Light exhibited in the Model of the Eddystone Lighthouse by Messrs. Chance Bros. & Co., Limited, of Birmingham.

5343 Double Group-Flashing Dioptric Light of the Fourth Order, composed of Chance refracting lenses only, subtending a vertical angle of 83 degrees, arranged for an electric arc of the type used at St. Catherine's Lighthouse, Isle of Wight, the fluted carbons being 65 millimètres diameter, as introduced by Sir James Douglass. The Light revolves in periods of 30 seconds, the two flashes being separated by an interval of about 4 seconds, the groups by an interval of about 21 seconds, the whole revolution occupying 180 seconds. The revolving carriage is actuated by a spring clock of the Kenward-Hopkinson type.

5344 **The "Heroine,"** a North Sea Trawler of 40 tons. This smack belongs to the Port of Yarmouth, and has been engaged for several years in the Deep Sea Fisheries in the North Sea. She returned from her last voyage in January, 1891, having lost her mizen mast and a great part of her bulwarks in a gale of wind.

She is rigged as a ketch, and is shown with her rigging and gear complete, and fully equipped for trawling. The trawl is shown as made fast when sailing. The trawl, carrying with it as much sometimes as 100 fathoms of rope, has to be "got," *i.e.*, drawn to the surface, by manual labour. The capstan and "dandy winch," used for "getting the gear," remain undisturbed on the deck. The "Heroine" carried a crew of four men, and each of her voyages would extend over two months. The cabin has not been disturbed, and shows the condition, so far as fittings are concerned, in which the craft went to sea on her last voyage. The smack's boat is on deck. It was smashed by the same sea which carried away the bulwarks. The bulwarks and the mizzen mast and rigging have been restored.

Lent by the Mission to Deep Sea Fishermen, Bridge House, 181, *Queen Victoria Street, E.C.*

5345 **Mast, Lantern, and Illuminating Apparatus of a Floating Revolving Light.**
Full-sized Working Model of the Lighting Apparatus now in use on board the "Tongue" Light Vessel, moored in one of the Thames Entrances, showing how the Light is fitted around the Mast, and the Lamps are made to revolve.
Lent by the Corporation of the Trinity House, London.

5346 **Old Cressett Burner.** This is the actual "Cressett" or grate for a beacon light which was at St. Agnes Light House, Isles of Scilly, in the year 1680, and in which a coal fire was burned every night from sunset to sunrise. The structure on which it is erected represents the top of St. Agnes Light House at the time the "Cressett" was in use. *Lent by Mr. Dorrien Smith, of Tresco Abbey, Scilly*

5347 **Automatic Revolving Beacon Light** for harbours and rivers, burning night and day for three weeks or more without attention. Adopted by the Trinity House, the Commissioners of Northern Lights, &c., &c. Silver Medal, Fisheries Exhibition, 1883.
Exhibited by John Trotter & Co., 7, Great Winchester Street, E.C.

5348 **Messrs. Siemens Brothers & Co., Limited.** Holophote, Admiralty pattern, electrically controlled and worked from a distance, with Automatic lamp.

5349 **A Full-sized Gas and Bell Buoy** of the Second Class, in use in the Trinity House Service. This buoy is constantly alight when at the station, and will contain enough gas to last about two months.

5351 **ST. JOHN AMBULANCE ASSOCIATION.**
First Aid Station for the use of the public in case of accident or illness.
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One or more members of the St. John Ambulance Brigade will be on duty every day, except Sunday, from 10 a.m. until 10 p.m.
JOHN FURLEY, Esq.,
Hon. Director.

5352 **PANORAMA OF THE BATTLE OF TRAFALGAR.**
Painted by Chevalier Philipp Fleischer (who also painted the Battle of Waterloo). The size of the canvas is 310 feet by 32 feet 6 inches, and depicts the Fight at the moment when Lord Nelson received his death wound.
The building has been erected under the direction of Mr. R. E. Tyler, F.R.I.B.A., of 71, Gower Street, W.C.

THE ARCTIC REGIONS.

5353 **An Illustration of the Voyage of H.M.S. "Investigator,"** under Commander M'Clure, during the discovery of the North-West Passage, 1850—3. The scene reproduced represents the ship "Investigator" nipped in the ice-pack on October 8th, 1850; and the sledge parties, under Lieutenant S. Gurney Cresswell, prepared to leave the ship on their attempt to reach the mainland over the ice floes. The representation of ice and snow, and the effects of luminous colour being an amalgamation of natural tints giving a facsimile of the Aurora Borealis, are produced by an elaborate arrangement of mechanism specially designed by Messrs. J. Lyons & Co., Limited, for the Royal Naval Exhibition. On view each day from 10 a.m. till 10 p.m.

5354 **SHOOTING GALLERY.**

The exterior is copied from the entrance to a mosque at Adjoudhya, near the military cantonment of Faixabud in Oudh ; and the interior is a representation of Crusoe's Island, across which numerous animals and birds are kept in motion by Machinery. Visitors entering the building walk over the deck of a vessel and fire across the water at the moving objects on the land.

MODEL WORKING DAIRY.

5355 **London and Provincial Dairy Company,** *Head London Offices: Halkin Street West, Belgrave Square, London, S.W.; Chief London Branches: Avenue Farm, Brixton Hill, S.W., and 9, Queen's Road, Lancaster Gate, W.; Country Dairy Farms: Whistley, near Devizes, Wiltshire.*

(i.) A representative "Working Dairy," fully equipped with modern machinery, appliances, and utensils for practically demonstrating the manufacture of butter, creams, cheese, &c., in which will be found (ii.) Milch cows. (iii.) Milk in its natural state as yielded by healthy and well-fed cows. (iv.) The medically recommended sanitary means adopted by the exhibitors as a security against adulteration and infectious contaminations for preserving, conveying, and distributing milk and cream in sealed glass bottles for the use of infants, invalids, families and others. (v.) Condensed and preserved milk and cream specially prepared for ship, camp, and hospital requirements. (vi.) Creams—raw Devonshire, fruited, iced, and other varieties. (vii.) Butters made without being touched by the hand, fresh and cured. (viii.) Cream and other cheeses. (ix.) Koumiss peptonised milk, goat's milk, &c. (x.) Curds and whey, milk soda, butter milk, and other dairy foods and beverages. (xi.) Poultry and eggs—selected specimens from the domesticated and wild fowl. (xii.) Honey, &c. Processes :—(xiii.) Butter churning, making, working, moulding, and printing in all its branches. (xiv.) Cream raising and making and moulding in variety. (xv.) The separation of cream from milk. (xvi.) Cheese making. (xvii.) The effectual system (Gray's) of cooling and preserving the properties of milk. (xviii.) The preservation of butter and other dairy products by ice refrigeration. (xix.) Machines and instruments for testing the richness and purity of milk, cream, butter, &c. (xx.) The sanitary safeguards adopted by this Company in the production and distribution of milk and dairy products to the public, and the economic system of payment for same by tickets. (xxi.) Hill's Automatic Dry Cold Storage Chamber for preserving all kinds of perishable articles, in which the temperature can be maintained at any degree above or below freezing. (xxii.) Hill's Small Ice-making Apparatus without motive power, suitable for the production of block ice, and for cooling liquids in hot climates.

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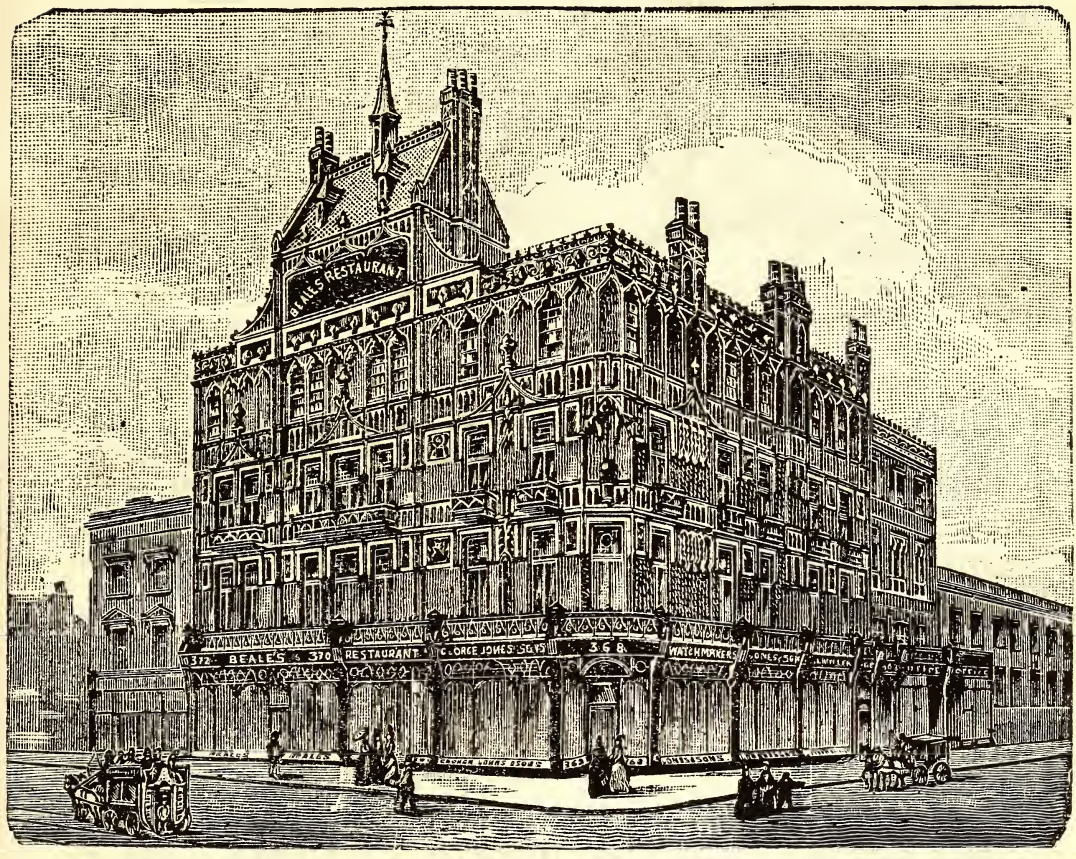
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No.	Names.	Regtd. Tonnage.	Indct. Horse Powr.
	West India Service.		
1	ATRATO	5140	6773
2	ORINOCO	4434	5863
3	DON	4028	4676
4	PARA	4028	4676
5	MEDWAY	3669	4794
6	DERWENT	2402	1575
7	AVON	2225	1482
8	EDEN	2145	2028
9	ESK	2145	2028
10	SOLENT	1908	1663
11	DEE	1864	1266
12	ESSEQUIBO	1831	1058
13	LARNE	1670	1054
	West India Service.		
14	WALTHAM	87	152
15	EXE	61	161
16	TYNE	615	800
	Brazil and River Plate Service.		
17	THAMES	5645	7010
18	CLYDE	5645	7010
19	MAGDALENA	5140	6773
20	TAGUS	3281	3486
21	MOSELLE	3280	3486
22	LA PLATA	3212	3486
23	ELBE	3093	3486
24	TAMAR	2913	2864
25	TRENT	2903	2864

The Company's Steamers leave Southampton with Her Majesty's Mails for the West Indies, North and South Pacific Ports every alternate Wednesday ; and for Spain, Portugal, Grand Canary Islands (Las Palmas), Brazil, and River Plate on alternate Thursdays.

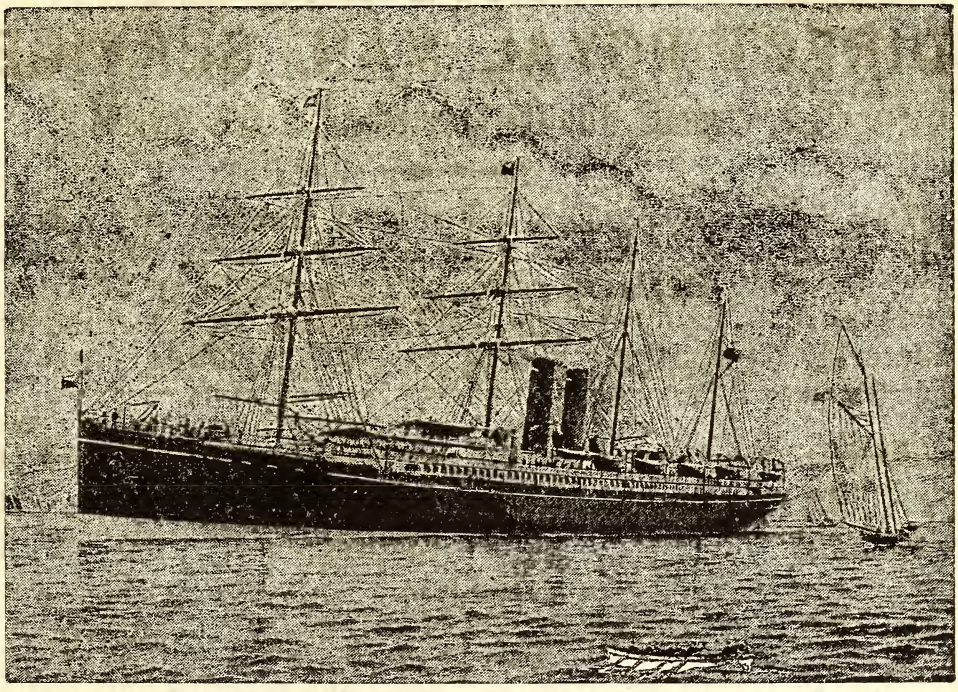
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STEAM NAVIGATION COMPANY.

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FLEET.

		Reg. Ton.	Eff. H.P.
1.	STEAMER (Building)	7000	8500
2.	STEAMER ,,	7000	8500
3.	ARCADIA	6362	7000
4.	OCEANA	6362	7000
5.	VICTORIA	6268	7000
6.	BRITANNIA	6257	7000
7.	ORIENTAL	5045	5500
8.	PENINSULAR	5045	5500
9.	CARTHAGE	5013	5000
10.	ROME	5011	5000
11.	VALETTA	4919	5000
12.	MASSILIA	4918	5000
13.	PARRAMATTA	4771	4500
14.	BALLAARAT	4748	4500
15.	BENGAL	4499	4200
16.	COROMANDEL	4499	4200
17.	CHUSAN	4496	4200
18.	GANGES	4206	4500
19.	SUTLEJ	4205	4500
20.	SHANNON	4189	4500
21,	CLYDE	4136	4500
22.	THAMES	4113	4500
23.	KAISAR-I-HIND	4029	3800
24.	PESHAWUR	3927	3500
25.	MIRZAPORE	3913	3500
26.	PEKIN	3908	3500
27.	KHEDIVE	3890	3500
28.	BRINDISI	3553	2800
29.	ROSETTA	3525	358
30.	ROHILLA	3511	3500
31.	RAVENNA	3386	3500
32.	BOMBAY	3216	2000
33.	SHANGHAI	3216	2000
34.	CANTON	3171	2000
35.	ANCONA	3142	3300
36.	SURAT	3142	2600
37.	VERONA	3130	3300
38.	ASSAM	3060	3000
39.	SIAM	3050	3000
40.	HYDASPES	2996	2500
41.	CATHAY	2995	2500
42.	MALWA	2970	2500
43.	BOKHARA	2955	2500
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AORANGI	4,163	RUAPEHU	4,163
KAIKOURA	4,474	TONGARIRO	4,163
RIMUTAKA	4,473	RUAHINE (new) ...	6,000

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DUKE OF SUTHERLAND	3,116	OTARAMA	3,808
TEKOA	4,050		

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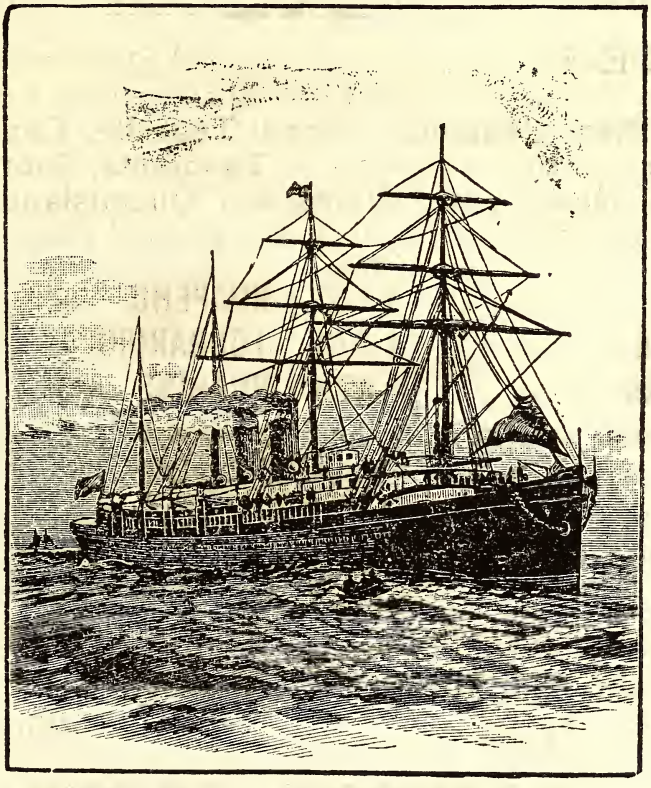
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Spree ...	7,000	12,500
Lahn ...	5,600	8,800
Saale ...	5,300	7,500
Trave ...	5,300	7,500
Aller ...	5,300	7,500
Ems ...	5,100	7,000
Eider ...	5,100	7,000
Werra ...	5,000	6,300
Fulda ...	5,000	6,300
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Special Train from Waterloo Station, London, on the morning of Sailing, bringing Passengers alongside the Saloon Tender in 2 hours.

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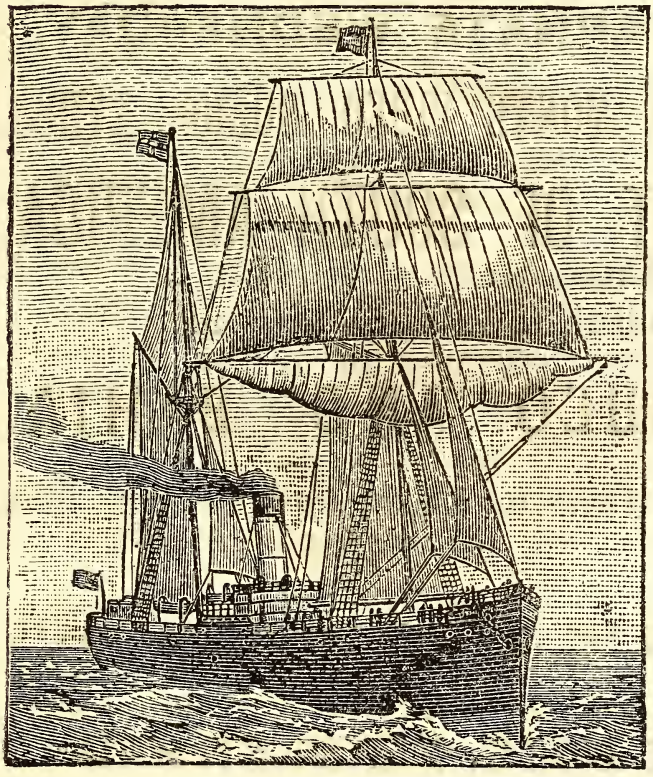
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STEAMERS from all Piers every 10 minutes.

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[THE NATIONAL MARITIME RELIEF ORGANISATION OF THE EMPIRE.]



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Annually relieved, 10,000 Persons; and Total Number, 430,000 Persons.

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To give a HOME or a PENSION to the Merchant Sailor when Old, Destitute, and Friendless.



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"If there is one class more than another whom we should look after and take care of IN HIS OLD AGE, it is 'Jack Tar.'"—RIGHT. HON. THE LORD MAYOR.

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The Society is known throughout all the civilised world, but the pecuniary support it receives is quite inadequate to its usefulness, and it is necessary to remind the inhabitants of London that during a severe winter the Society has to incur a large outlay in finding ice-boats, ladders and ropes, for the protection of those who venture on dangerous ice; also for the wages and equipment of Icemen.

Life Governor.....TEN GUINEAS. Annual Governor.....ONE GUINEA.

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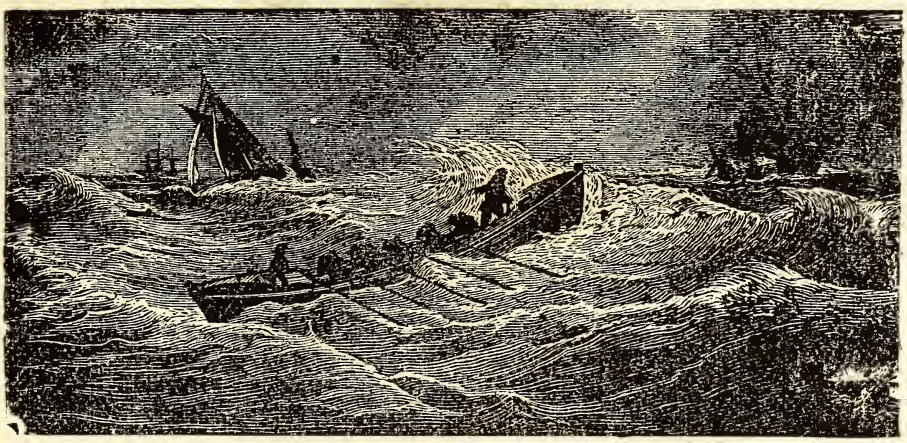
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300 Life-Boats now on the Coast

in the most perfect state of efficiency. This can only be effected by a large and permanent annual income.

The Expenditure in 1890 was largely in excess of the Receipts.

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Her Majesty the Queen.

Treasurer and Chairman of Council :
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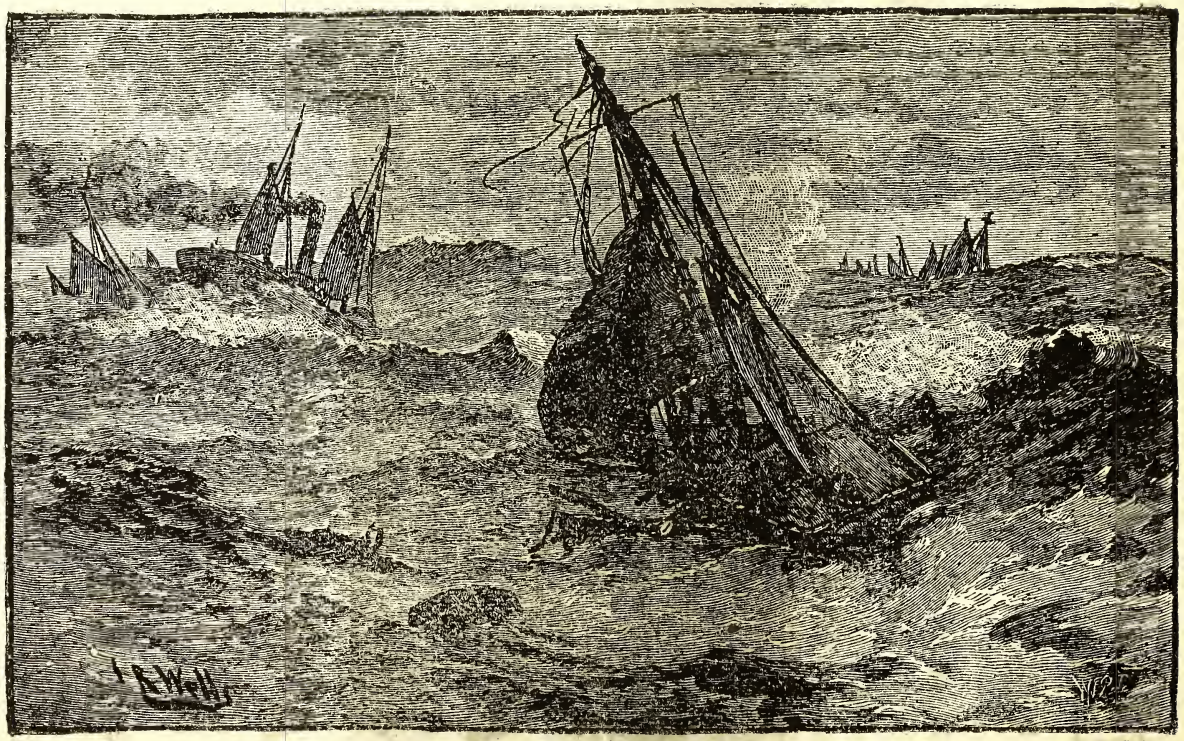
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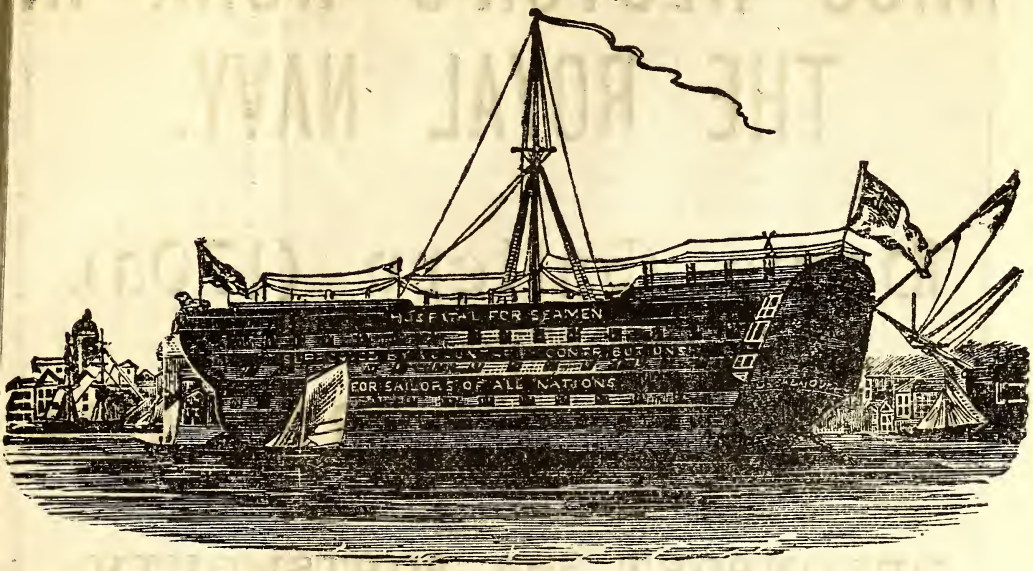
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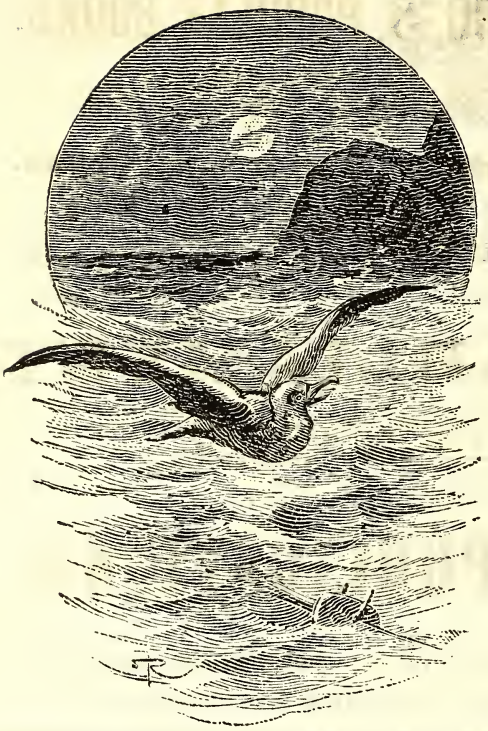
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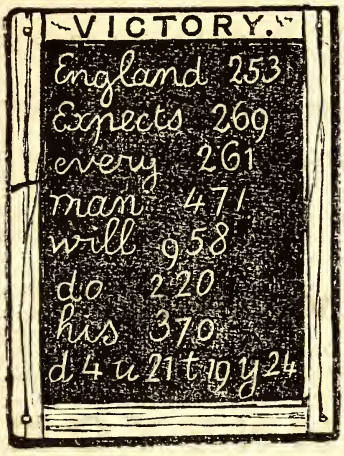
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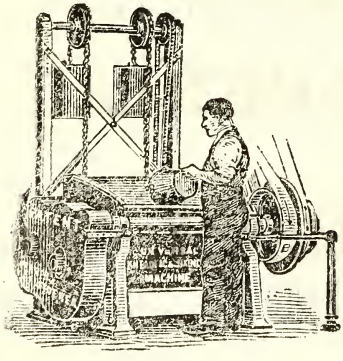
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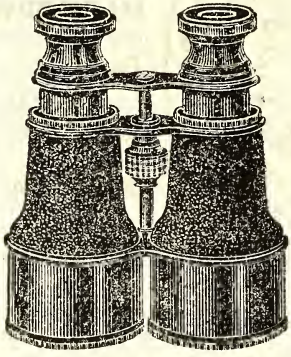
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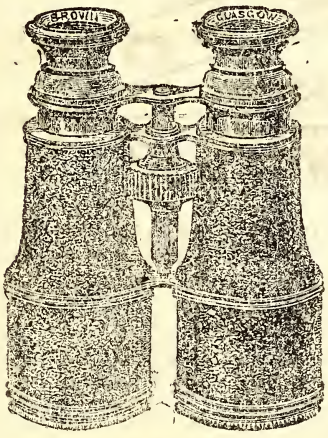
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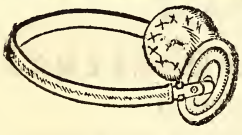
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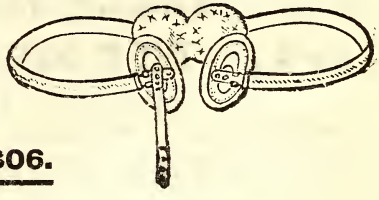
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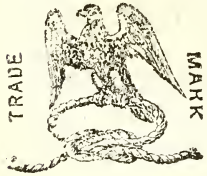
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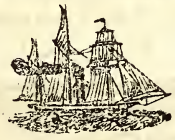
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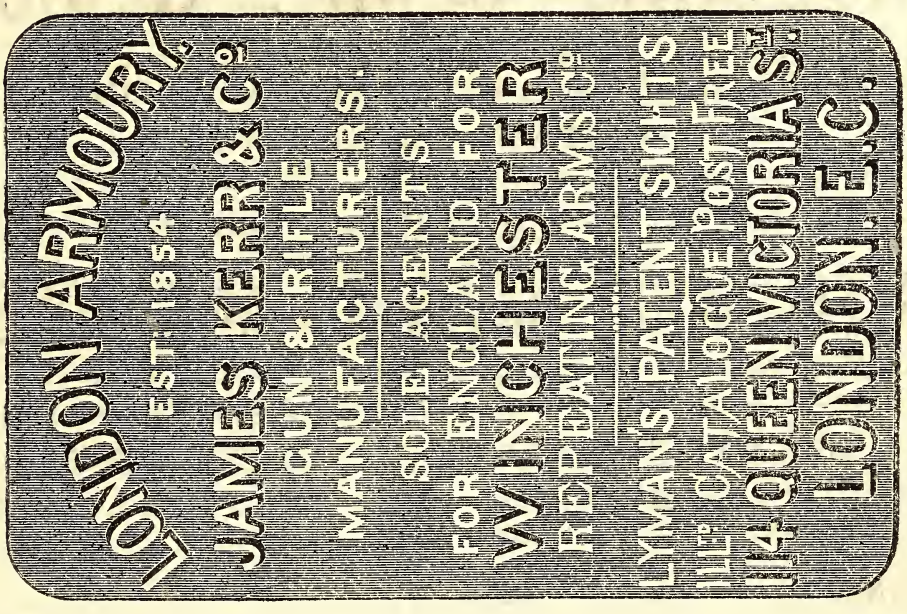
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By Comparison it is Cheaper than the Cheapest Anti-Fouling Composition in the Market.
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This Anti-Fouling Composition is in great and increasing demand by Steam and Sailing Ship Companies, Yacht Owners and others, and by most of the Fishing Smack Fleets in the Kingdom.

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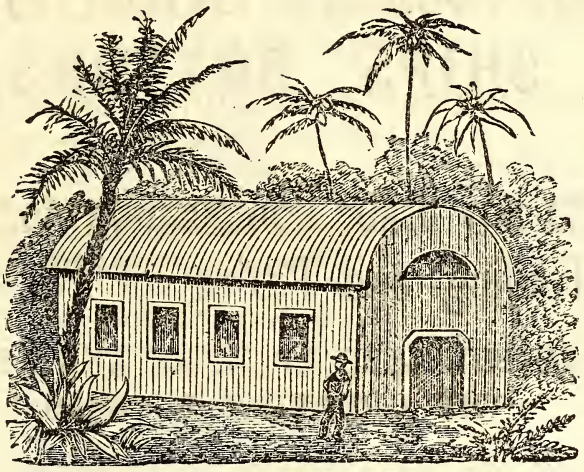
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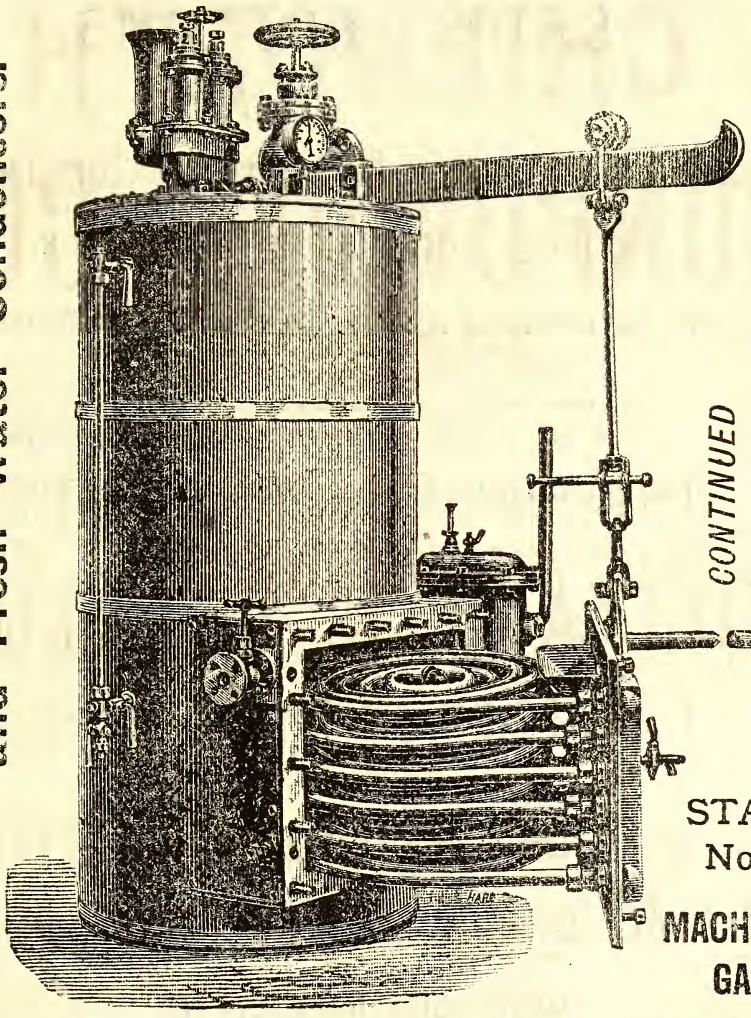
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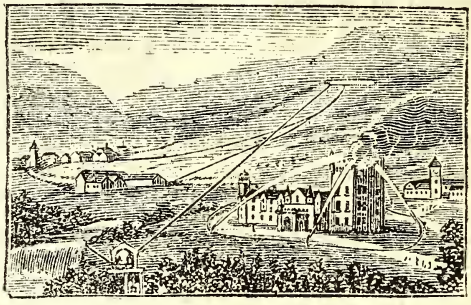
SEND FOR ILLUSTRATED LIST OF

JOHN BLAKE'S Patent Self-Acting HYDRAULIC RAMS

For RAISING WATER for the Supply of Towns, Villages, Irrigation, Railway Stations, Mansions, Fountains, Farms, &c.

No cost for Motive Power, which is obtained from a Stream of Water passing through the Ram No Oiling or Packing required. Made in Sizes to raise from **300 to 500,000 gallons per day.** *Will force to a Height of 1,500 feet.*

SPECIAL RAMS or HIGH FALLS to send up One-third of the Water passing through them.



This View represents a ram worked by impure river water, whilst pumping pure water from a well and forcing it to a small reservoir on the hill, at an elevation of 295 ft. and a distance of one mile, from which reservoir the water is gravitated for fire extinguishing and general requirements of mansion, stables, farm, and village.

BLAKE'S HYDRAULIC RAMS

HAVE BEEN SUPPLIED TO THE FOLLOWING AMONGST OTHERS:—

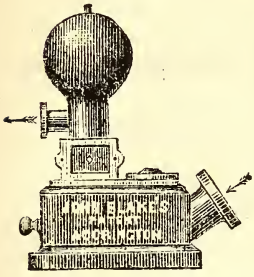
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The Duke of Sutherland
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Lord Clifford of Chudleigh
Lord Schroder
Lord Burton
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Sir William Jenner, Bart.
Sir William Gordon, Bart.
Sir Frederick A. Milbank, Bart., M.P.
Sir Michael Robert Shaw-Stewart, Bart.

JOHN BLAKE, Blake Street Ram Works, Accrington, LANCASHIRE.

JOHN BLAKE'S PATENT

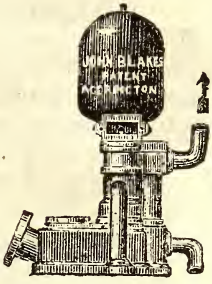
SELF-ACTING HYDRAULIC RAMS.

FIG. 1.



This Ram raises a portion of the same water that works it.

FIG. 2.



This Ram, whilst worked by a stream of impure water, will pump clean water from a well or spring.

Testimonials for John Blake's Patent Self-Acting Hydraulic Rams.

From WM. DICKINSON, Esq., Agent to the Most Honourable the MARQUESS OF ABERGAVENNY.—"Eridge Estate Office, Hargate Lodge, Tunbridge Wells, July 3, 1885.—Sir,—I am instructed by the Marquess of Abergavenny to say that the Patent Hydraulic Ram, with over two miles o pipe, forcing water to a height of 230 feet, which you erected at Eridge Castle about nine mon hs ago, has given his Lordship entire satisfaction, and he has every confidence in its continuing to do so.—I am, Sir, yours faithfully, WILLIAM DICKINSON."

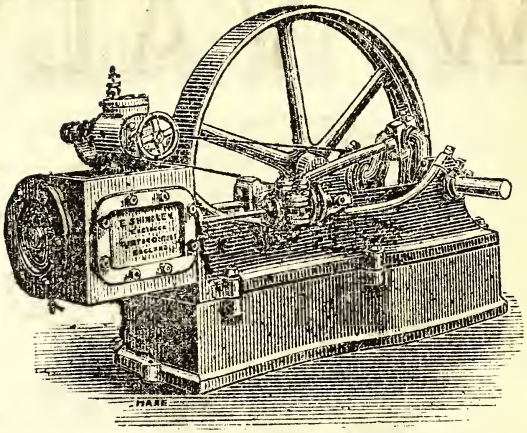
From C. PAGE WOOD, Esq., Wakes Hall, Wakes Colne, Essex, January 11th, 1889.—"Sir,—In reply to your inquiry, the Hydraulic Ram you put down for me in 1884 has cost me only 6d. in repairs (for a new stud my blacksmith made); the second Ram you put down to supply an off-hand farm has been running three years and has cost not a penny for repairs; the third and largest Ram you put down two months ago, which is for the supply of water to my neighbours, is running satisfactorily. All three Rams throw up more water than you guaranteed. From inquiries I have made from friends who have Rams of other makers, I am convinced of the superiority of yours, and my third order is a proof of my good opinion. My abundant water supply is the greatest possible comfort to me. Yours faithfully, C. PAGE WOOD."

VILLAGE WATER SUPPLY.

From J. B. McCALLUM, Esq., C.E., Borough and Water Engineer, Blackburn, November 1st, 1886. Guide (Borough of Blackburn) Water Supply.—"Dear Sir,—Following is the short report I promised to send as to the work performed by the Hydraulic Rams—supplied by you to the Blackburn Corporation—after they had been in operation sufficient time to take proper observations. The district of Guide—population about 500—in the Borough of Blackburn, is situated above the highest reservoir of the Blackburn Waterworks, and had no regular water supply until last July, when the Water Committee caused two of your Patent Hydraulic Rams to be put down and worked by water from a reservoir having a varying but maximum head of 34 ft. 3 in. on the rams—the waste (clean) water gravitating to a lower adjacent reservoir. You contracted to supply rams which would force 8,000 gallons per day each through 1,295 yards of delivery pipe to a service tank 170 ft. above the rams, and I am bound to state that the result has considerably exceeded my expectations, as the rams are capable of pumping and have pumped much more water than you promised. The percentage of efficiency exceeds all I expected, and is, in my opinion, much more than is usually obtained from hydraulic rams. From a test I made on September 29th, I found that two rams with ¼ in. and ⅜ in. strokes respectively, supplied with 194,030 gallons per day together pumped 26,090 gallons per day to a height of 170 ft., giving 71·43 per cent. of efficiency, and one ram working at ⅜ in. stroke and with only 16 ft. of working fall supplied with 154,587 gallons per day, pumped 10,587 gallons per day to the same height, showing 72.75 per cent. of efficiency. At a subsequent test on October 11th, one ram at ⅜ in stroke and having 31 ft. 9 in. of working fall supplied with 121,083 gallons per day, pumped 17,583 gallons per day to an elevation of 171¼ ft., the efficiency in this case being 79·57 per cent. In arriving at these results the greatest care was taken to positively measure the water, besides having a meter check on feed and delivery pipes. The work carried out by you at Blackburn is substantial and satisfactory in every way, and if any engineer wishes to make his own observations he is at liberty to come here and do so."

JOHN BLAKE,

Blake Street Ram Works, Accrington, LANCASHIRE.



E. S. HINDLEY, Engineer.

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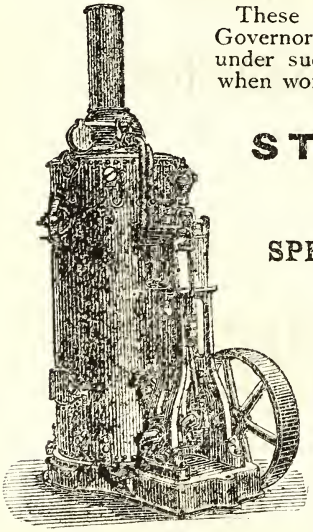
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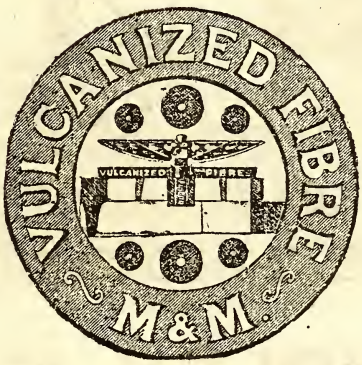
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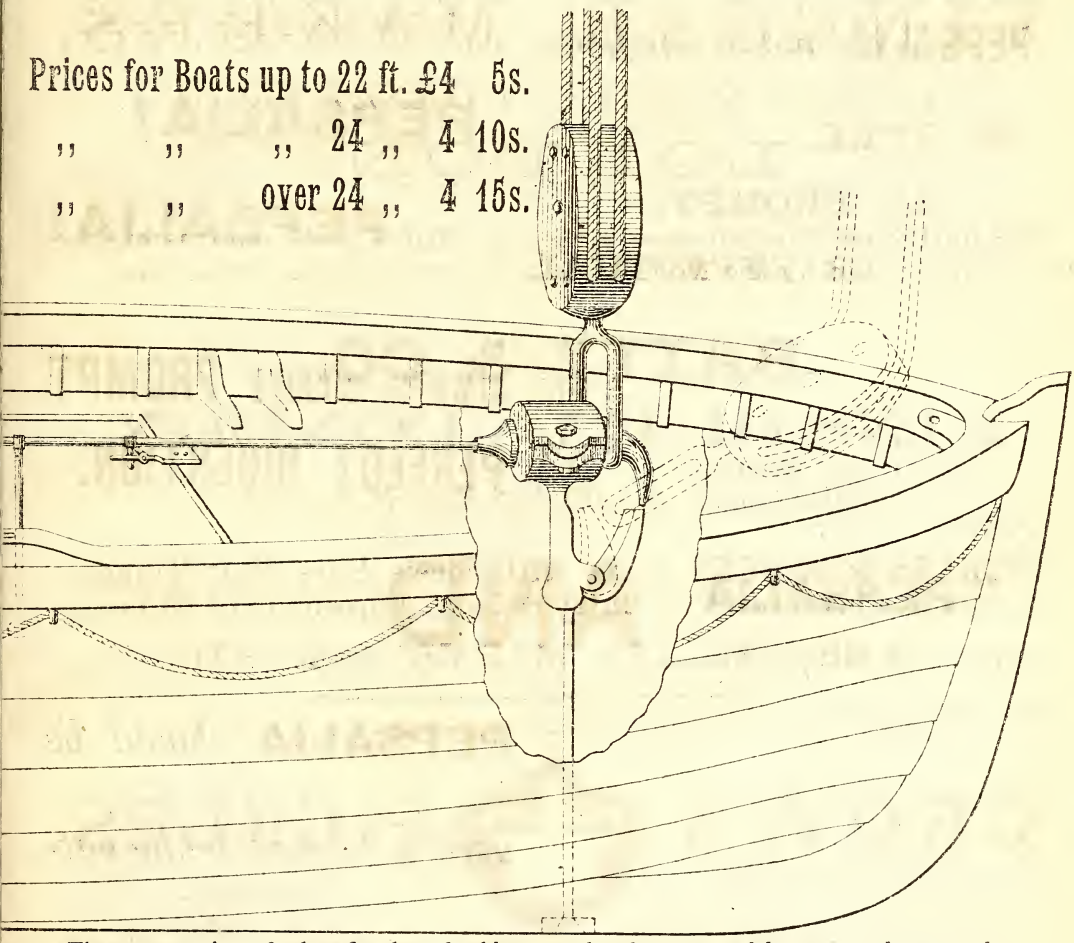
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THERE IS NO GEAR WHICH AFFORDS SUCH CERTAINTY OF SIMULTANEOUS RELEASE.

APPROVED by the BOARD OF TRADE under their NEW RULES.

Prices for Boats up to 22 ft. £4 5s.
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The gear consists of a bar fitted preferably over the thwarts, and bent at each end in the shape of a hook.

It will be seen that the release is instantaneously and simultaneously effected on simply turning the bar by means of the lever; both hooks being pointed upwards, the rings attached to the lower davit blocks fly free.

By this apparatus a boat can be more easily released before she is water-borne than by any other method, while, at the discretion of those in charge, the attachment may remain perfectly secure until after she is afloat.

The apparatus may, however, be arranged to release a boat either before she is water-borne or not, according to the wishes of the purchaser.

When re-attachment is desired, the ring is pushed against the lower jaw, which yields to admit it, and falls back into position again by its own weight. The attachment is then complete.

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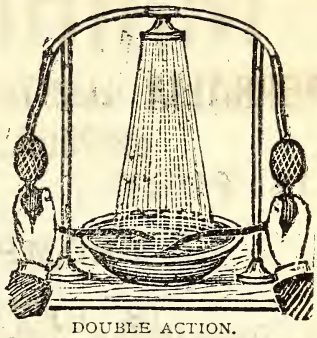
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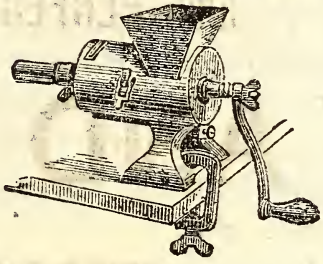
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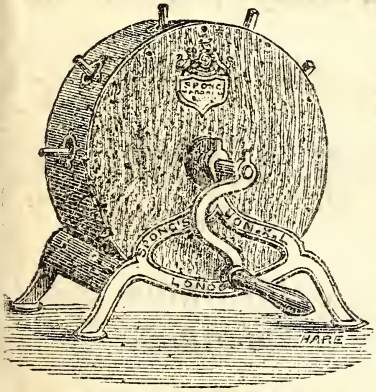
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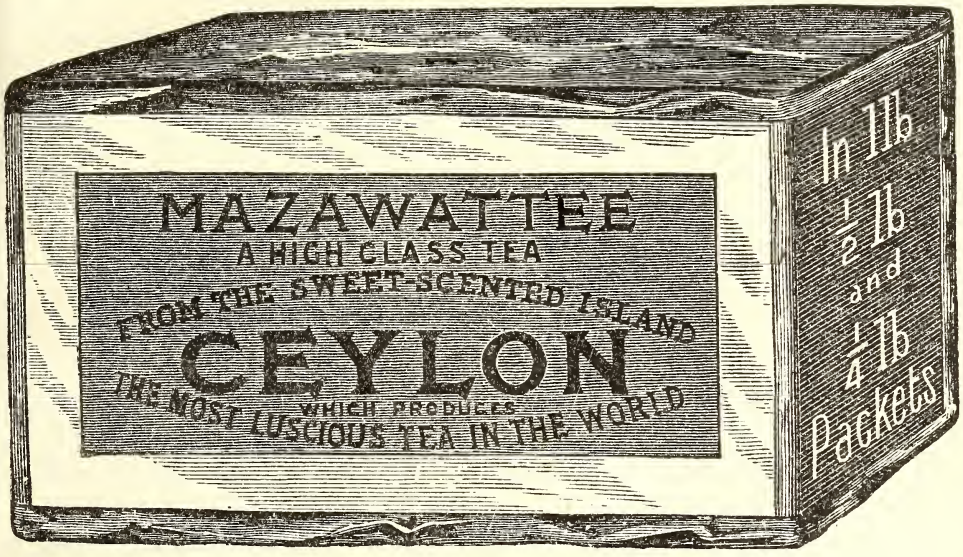
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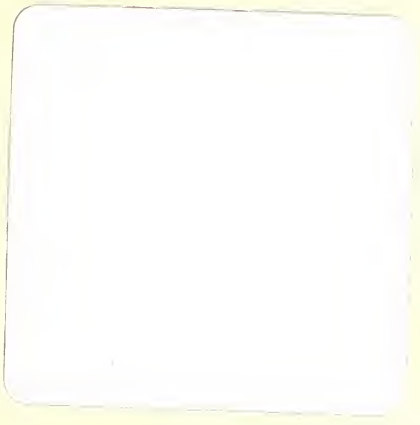


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